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JAPAN HERALD, AND JOURNAL OF THE EASTERN ARCHIPELAGO.

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LONDON, MONDAY, SEPT. 14, 1863.

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Latest Arrivals.

	From London.	Arrived out.	Homeward.
			Arrived in London this day.
JAPAN—			
Yedo			July 13
Kanagawa			" 13
Nagasaki			" 13
CHINA—			
Peking			" 11
Tien-tsin			" 13
Hankow			" 15
Shanghai	May 27	July 11	" 21
Foo-Chow-Foo			" 23
Amoy			" 25
Swatow			" 25
Hong Kong	June 10	July 19	" 29
Canton			" 29
Macao			" 29
PHILIPPINES—			
Manila	May 27	" 8	" 23
COCHIN-CHINA—			
Touron			" 28
Saigon			" 28
SIAM—			
Bankok			" 12
BOERNEO—			
Labuan			" 14
Sarawak			" 14
JAVA—			
Batavia			" 30
MALACCA STRAITS—			
Singapore	June 26	July 28	Aug. 7
Penang	" "	" 26	" 9
Ceylon—			
Colombo	July 10	Aug. 8	" 15
Galle			" 15

List of Passengers.

PASSENGERS INWARD.

By this mail, to Marseilles, per *Euxine*, arrived Sept. —.—From Hong Kong: Mr. Reddie, Mr. Davi'son, Mr. Glover, Mr. Crawford. From Singapore: Mr. and Mr. van Hucht, Mr. Price.
To Southampton, per *Pera*, expected to arrive Sept. 18.—From Hong Kong: Capt. Christian, Mr. J. Maundrell, Mr. S. Kennedy, Mr. G. Stanford, Mr. Milne, Mr. Chick. From Shanghai: Mr. R. Elias with two Chinese children and native servant. From Singapore: Mr. Bloor.

PASSENGERS OUTWARD.

By last mail, per *Ripon*, from Southampton, 14th inst.—To Hong Kong: Mrs. Price and European female servant, Mr. Walker.—To Singapore: Miss Bain, F. E. Thomas, Mrs. Geiger.—To Penang: Mr. J. Young.—To Ceylon: Mr. and Mrs. Nicoll and child, Miss A. Nicoll, Geo. Ingram, G. Wettridge, J. H. Vevers, Mrs. Harrison and child, Mrs. Burnby, Mrs. Vevers, C. Mallett, Mr. Dammann, Mr. C. Young, Mr. W. C. B. Vandergap, Staff Assistants, Mr. C. Miller.—To Calcutta: Mrs. Holl, Mr. C. R. Comber, Major Lyster, Major and Mrs. Dawson and European female servant, Miss Turner, and Mrs. Martin, Mrs. Barry, infant, and European female servant, Miss Allen, Mr. H. V. Riddell, T. Lovelock, Mrs. Cay and infant, F. Main, Sir J. Grant's native male servant, Mr. McKintock's ayah, two Misses Atwood and infant, Major and Mrs. Baugh, Messrs. D. Tapley and J. Balfour, Colonel Hodgson, Captain Delane, Mr. Bell, Mrs. J. W. Bean, R. McMurphy, J. Dalley, wife, and two children, Mr. F. H. Jones, Mr. G. Walker, Mr. E. Goldsmith, Mr. Drew's man servant, W. Wray, M. Hall, Thomas Curry.—To Madras: Mr. McCulloch, Captain G. Kelsall, Messrs. Mockett and H. S. Goodrich, Mrs. Murray, Mr. W. Wallace, Miss Lorenz, Captain J. Greenway, Mr. Dickson, Mrs. Lane's ayah.—To Alexandria: Mr. Coster, Mr. E. C. Thompson, Samuel Pezman. From Suez.—To Calcutta: Mr. O. P. L. Watson.

From Marseilles, per *Masilis*, to leave 12th inst.—To Shanghai: Mr. B. C. Cobb.—To Singapore: Mr. Buxton.—To Calcutta: Captain and Mrs. Waterfield, Captain Puget, Mr. Barry, Mr. and Mrs. McKenzie, Mr. Drew, Mr. F. J. Fergusson, Mr. W. E. Kinsey, Major-General Showers, Mr. R. Dodd, J. King, Mr. Atkinson, A. Fleming, Dr. P. Douglas, Mr. W. Stansfield, Mr. and Mrs. Scott Smith, Mr. Taylor.—To Madras: Miss Galeworthy.—To Ceylon: Mr. E. F. Brown, John Grant.

Per *P. and O.* steamer *Poonah*, 20th Sept., from Southampton.—To Hong Kong: Mr. Jack, Paymaster Jno. Hill, R.N., Mr. G. Nixon, Captain Thomsett, Mr. and Mrs. G. A. Boesing.—From Marseilles, 20th Sept.—To Hong Kong: Mr. Remé, Mr. W. Lamond.—From Suez to Shanghai: Mr. and Mrs. Prbst, Mr. and Mrs. Bohsted.—To Hong Kong: Mr. W. Wilson and Mrs. Wilson.

Per *P. and O.* steamer *Ellora*, Sept. 27, from Southampton.—To Shanghai, via Bombay: Mr. Isla Sitwell.—To Hong Kong via Bombay: Mr. Atwell Coxon, Mr. H. Rubery.

Per *P. and O.* steamer, Oct. 4th, from Southampton.—To Hong Kong: Mr. Duncanson, Mr. Hancock, Mr. T. Rothwell.—To Penang: Mr. J. P. Stewart.

Per *P. and O.* steamer, 12th Oct., from Southampton.—To Hong Kong via Bombay: Mr. Hubbard.

Per *P. and O.* str., Oct. 20, from Southampton to Penang.—To Singapore: Mr. Bruce, Mrs. Walter Gillespie, infant, and two children. From Marseilles, 20th Oct.—To Shanghai: Mr. A. K. McDonnell, Mr. Crawford Kerr.—To Hong Kong: Mr. Wadman, Mr. Bryana.—To Singapore: Mr. Callaghan.—From Gibraltar.—To Hong Kong: Mr. P. Toledo, Mr. H. Merry, T. Colon.—From Suez.—To Hong Kong: Sir Hercules and Lady Robinson, Mr. A. Robinson.

Per *P. and O.* steamer, 4th Nov., from Marseilles.—To Hong Kong via Bombay: Mr. and Mrs. Robert Jarvie, Mr. Barbon.
Per *P. and O.* steamer, 4th November, from Southampton.—To Singapore: Mr. and Mrs. Shaw, Mr. and Mrs. C. W. Hatch.—From Marseilles, 12th Nov.—To Hong Kong: Mr. Young, Mr. A. Campbell.
Per *P. and O.* steamer, 28th Nov., from Marseilles.—To Singapore: Messrs. C. R. Riggs and J. Fraser.

Summary of News from the Far East.

JAPAN.

YOKOHAMA.

Latest advices are to July 13. The *Japan Herald* of the 4th and a slip of the 11th July have reached us. The *Commercial News* will, we presume, come on via Southampton as usual. There is no decisive news as to the aspect of future relations. The Mikado persists in his injunctions to the Tycoon's government to drive all foreigners out of Japan, the impression sought to be conveyed being that no security short of foreign retirement can be given against the frequent recurrence of outrages similar to those for which the indemnity was demanded. The ample and full apology—an important part of the reparation required by the British Government from that of the Tycoon, for permitting the attack upon the Tokaido—had led to the proposal of two different forms of apology, neither of which was satisfactory to H.B.M.'s Charge d'Affaires; one of a more sufficient character was tendered, and considered by him as acceptable.

Two British steamers, the *Elgin* and *Rajah*, had been chartered by the Japanese Government for the purpose of conveying some members of the Gorogio, or, as another story has it, a large number of troops to Osaka, for the purpose of making a demonstration, to the end of persuading the permitted return of the Tycoon to Yedo, some supposing that he is held in durance vile. We find it difficult to reconcile this latter idea to a fact of which our inquiries have assured us, namely that the Tycoon, accompanied by E. Takura Suo no Kami and Midzono Idzami no Kami, two of the Gorogio, has lately been enjoying sundry trips in the Inland sea in his new steamer the *Jinkei*. If there be any restraint upon him by the Mikado's Government, therefore, it can only be one of parole, which such demonstration could scarcely effect, unless, indeed, there should be any little arrangement for an appearance of coercion. But even this is unlikely, for though much on the surface indicates continued internal troubles, it does not seem to us that they have so nearly approached a crisis as to warrant the belief that such an extreme measure, if necessary for their ends, would be as yet ventured upon. The great probability appeared to be that the Japanese Government meant to show the steamers there and pretend to have purchased them, thereby accounting for the indemnity money; should this be true, it is really a pitiful plight to have brought the nobles to, and one that should make us direct our influence, moral and physical, to opening the eyes of the Mikado and the anti-foreign party to the true state of matters.

We have no direct evidence that the Mikado has been made aware of the various events which have recently transpired, and of the true causes which led to them. It is worthy of note, however, that the Mikado's authority has not been in any way alluded to on our part in the late negotiations; it is only upon the Tycoon's Government that we have made demands, and though that official makes frequent reference to the Mikado, we have had nothing to say concerning the latter. Business

and the wonted amount of comfort and sense of security were rapidly springing up, and but for the fleet still in the harbour and an additional sprinkling of naval and military uniforms in the streets, there was but little to indicate that so momentous a cloud was but just passing over Japan. Japanese officials had endeavoured to convey the impression to foreign residents, as rendering the sense of their position more insecure, that a civil war had broken out, and that the Tycoon was hemmed in by the troops of the Mikado at Osaka.

Although the most important part of the reparation had yet to be accomplished, it was undeniable that the most important step had been attained towards that result. This "peculiar people," shrewd and observant as they are, have learnt that our Envoy will not in the end be trifled with, but will with the utmost firmness and resolution carry out the instructions he has received to obtain reparation for the murders and assaults upon British subjects. Colonel Neale has already made known to the Tycoon's Government that there is an important difference between open hostilities, or in other words, war, as declared between nations, and the adoption of such enforced measures of coercion as are necessary to insure acquiescence to moderate demands, should they be refused or attempted to be evaded.

The public places in Yedo, bridge, gate-stations, &c., are constantly found posted over with addresses, canards, &c., of the most inflammatory character. The number of Government guards or watch is nearly trebled, but all is inefficient for the maintenance of the accustomed order, the swords of the disaffected and turbulent men, principally Ronins, being in constant exercise.

An impression to some extent existed, that in consequence of the representations of our Envoy, and the proceedings attendant on the enforcement of our demands, the new Port of Osaka would be opened in about three months.

In respect to trade, which was necessarily unsettled, much evidently depended on the vigorous enforcement of our claims, not only for the execution of the murderers of Mr. Richardson, and for the destruction of the Legation buildings at the Goten-yama near Yedo, which have yet to be atoned for, but for the carrying out of the full terms of our last treaty; and cancelling the agreement for delay in respect to further commercial facilities.

NAGASAKI.

The foreign residents have been kept in a state of excitement, but no really hostile demonstration on the part of the Japanese had taken place.

Mr. Morrison, H. B. M. Consul at Nagasaki, has gone to Yokohama to personally request Col. Neale to give him a guard; as a conspiracy for his assassination had been detected.

H.N.M. *Medusa* had been fired on while passing through the inland sea, near Simonasaki, in the territory of the Prince of Chosew, by the same forts which assailed the French vessel *Kien-chung*; that she had engaged and silenced them, and sunk a Japanese brig supposed to be the *Laurick*. Such, at least, was the report that had been received in an authentic form, but was universally current among the native population, and believed by the foreign community to be reliable. It was not known whether the Prince of Chosew, who commands the forts, acted on his own responsibility, or under orders from the Mikado.

H. I. F. M. steam despatch vessel *Kienchuna*, when anchored near Simonasaki (at, or about, the same place where the American steamer *Pembroke* was attacked) fire was opened upon her from a brig, a barque, and the forts on the northern shore. A boat was being lowered to inquire the cause of the attack, but was smashed before it could be launched. The steamer then slipped her anchor and made the best of her way through the strait. She has received considerable damage in her hull, and although the shot were described as crossing her in great numbers, and even shells being used, fortunately no lives were lost. The forts on the southern side did not participate in the attack, or the vessel must inevitably have been sunk.

CHINA.

PEKING.

Dates from the capital are to the 11th July, when everything was quiet. The periodical rains had set in rather late, but no epidemic prevailed.

TIENTSIN.

During the latter part of June, and beginning of July, scarcely any business was done in manufactures, owing to the want of any demand whatsoever. The country round is perfectly quiet, and no apprehension is felt as to any further attack by the

rebellious tribes of Shan-shi. A good deal of rain has fallen lately which has greatly improved the crops of millet and maize, and we may look for an abundant harvest.

The Danish Minister, Col. Raasloff, is expected at Tien-tsin in a few days to proceed to Europe. It is said Mr. Secretary Wade also proceeds to England on leave of absence.

The foreign merchants continue building godowns and dwelling houses in the British Settlement, preparing the place for furniture, residence, and business. It will yet be some time before the offices are removed from the suburb to the settlement, which is at least two and a-half miles from where the Chinese dealers reside and have their places of business.

NEWCHWANG.

From Yang-tse (Newchwang) the latest advices give the vessels in port:—*Moldavian*, Br. bk.; *Argus*, Ham. bg.; *Emilie*, Dan. bk.; *Johanna*, Ham. bg.; *Confucius*, Brem. bg.; *Chin-Chin*, Ham. sch.; *Emma*, Old. sch.

Quotations were:—Grey Shirtings, 6½ cattie, tals 3.2; Drills, tals 5; Iron, 1.7; Opium, 5.85; Bean Cake, per 10 pieces, 2.8.7; Rice, 8 per shih.; Peas, 2.7 per shih.; Oil, 3.5.

SHANGHAI.

The London mails of the 26th May arrived here on July 11. The British clipper *Weymouth* made the passage from London in ninety-nine days.

The following is from the *Friend of China* on the death of Mr. Henry Tudor Davies:—"The news of Mr. Tudor Davies's death, when it reaches literary and legal ranks in England, will be generally lamented; a work of his, on the Practice of County Courts, having brought him under notice at Downing-street, and procured him the appointment of Chief Magistrate of Police, with a seat in the Legislative Council at Hong Kong. He was known among journalists also, as for some time on the *Daily News*. Disgusted alike with the ways of his chief, Sir John Bowring—and the notorious corruption of his next superior, Bridges, Mr. Davies resigned his office, and accepted an appointment in the Shanghai Customs; and, as we remarked at the time, never was an apprentice to a business he knew nothing of so well paid. Taken all in all, the Customs service of China has never had a more faithful servant than the gentleman whose loss we now deplore. Mr. Davies's death, it is feared, was produced by over anxiety on account of Mrs. Davies, whose accouchement took place but an hour or two before he was a corpse."

The following is in reference to the cholera raging at Shanghai:—"Last night we were awoken by a party from Woosung-road to ask if we had any cholera mixture in the house, for our neighbour, Dr. Boone, was out. We had none, but were able to give a few drops of Dr. J. Collis Browne's Chlorodyne, labelled as an infallible remedy in consumption, asthma, bronchitis, croup, fever, neuralgia, diarrhoea, cholera, &c. Dose.—Ten to thirty drops in a little water, repeated every three or four hours, till relief. On inquiry this morning we find that the party to whom the doses were administered is better—he felt instant relief!"

YANG-TSZE REGULATIONS.

The *North China Herald* publishes the despatch from H.I.H. the Prince of Kung, to H. E. Anson Burlingame, U. S. A. Minister to China. We have in it a proof that the Chinese are compelled to follow in the march of improvement, and gradually rescind those obstructive regulations which have hitherto hampered our commercial relations. The time allowed (three months) for re-exportation was altogether too limited to admit of full advantage being taken of the markets. Now, however, that merchandise can be re-entered at another port after any lapse of time, not exceeding one year from the date of first shipment, the merchant will have no cause for complaint. These concessions, whether wrung from the Chinese authorities or obtained voluntarily, indicate a tendency to advance, which speaks well for the future prospects of the country.

His Imperial Highness Prince Kung, Chief Secretary of the Chinese Government for Foreign Affairs, herewith replies:—

"I have the honour to acknowledge a communication from your Excellency, in which you show that the drawback certificates for half duty on goods stored for re-export should be limited to three months,—a period much too short—but ought to be extended to a full year.

"It appears that the merchants who bring native produce down the Yang-tze-kiang to Shanghai, pay full tariff export duty when it leaves its original port, and half duty when it is re-exported to another port. Such produce being duly reported to the customs, when the merchant wishes to send it out of port, he pays the half duty; and if it is within three months, he can re-enter it at another port on presentation of the drawback certificate, which is received as valid for the duty.

"Now, since that in the despatch under reply, your Excellency observes that the time of three months allowed in the drawback certificates during

which this produce must be re-exported, must be regarded as much too short; I have extended the limit to a year. Therefore after this date, whenever produce brought down the Yang-tse to Shanghai has been reported to the customs for re-exportation at any time within a year, they shall, on ascertaining that the goods are in their original packages, neither broken open nor abstracted from, and their number and weight correct, and all particulars tally with the original report, grant a drawback certificate for half duty to be substituted for the former certificate, and delivered to the holder of the goods as evidence of the duty having been paid.

"I shall inform the superintendent of commerce respecting this regulation, and instruct him to send orders to the Customs officers for them to act accordingly; and I now likewise send this reply to your Excellency, requesting that you will inform yourself upon the whole subject.

"To his Excellency Anson Burlingame, &c., &c., &c."

By notifications issued by the English and Russian Consuls, it appears that the same extension has been granted to English and Russian merchants. There is little doubt but that all the Treaty Powers will eventually participate in the privilege.

A meeting of the Chamber of Commerce was held on the 15th July. Edward Webb, Esq., in the chair, who said, in reference to the charges made against merchants by Mr. Lay in the Blue-book:—"I cannot leave without referring to a most extraordinary document which appeared in the late Blue-books, viz. a Memorandum by Mr. Lay, Chinese Inspector of Customs, on the complaints of the Shanghai and Hong Kong Chamber of Commerce. This Memorandum would be of no importance did it not acquire it from the fact that, as above stated, our own authorities will not interfere with the action of the Chinese Customs except diplomatically, and we learn from this what justice to expect from an establishment ruled by one who can thus write. Not confining himself to facts and arguments, he exhibits the most virulent animosity to those who presume to doubt the absolute perfection of the Chinese Customs, and to support his own views in opposition to those of the Memorialists, he does not hesitate to distort occurrences and statements with an equal disregard of truth and courtesy; for example, in the 'instances of smuggling' which he quotes, he brings forward several cases of dispute between the foreign Customs and the merchants as to the powers of the former, which occurred on its first establishment; most of which were not acts of smuggling at all in the ordinary acceptation of the term, but disputes openly carried on. He omits to say that some of these cases were decided by Consular Court against the Customs,* but drags them all forward in order to blacken the reputation of the foreign merchants. Again, to meet the protest of the Hong Kong Chamber against employing 'lawless foreigners' in the Customs, which epithet, as is manifest from the context, applies to the men in the armed cruisers in the Canton river, Mr. Lay gives a list of the commissioners at each port, and professes to believe that they were referred to. The allegation that in 1854, a leading British and a leading American firm were in partnership with the Chinese superintendent of Customs, had no better foundation than Mr. Lay's fancy. However, this document was not addressed to this Chamber, and it is needless for me to go through the tissue of inaccuracies contained in it. I have only referred to one or two points to show its *animus*, and this is so transparent that it should hardly have much weight with those for whom it was written; but we may do well to remember that we are subject to the despotism of the Chinese Customs, having only for redress to rely on what prove to be practically the most inefficient safeguards, and that it is conducted by one who seems to think that the end justifies any means in advancing his own views."

In order to facilitate the delivery and despatch of correspondence, the Municipal Council have established a local post-office.

A general meeting of the Shanghai volunteer corps took place on July 11th at the Main Guard. There was a numerous attendance. R. C. Antrobus, Esq., commanding officer, in the chair.

The following circular anticipates the progress of the settlement:—

"Shanghai Horse Bazaar, Bubbling Well-road.

"This establishment will be ready to receive horses on livery on the 1st of August next. The stables, to accommodate upwards of one hundred horses, are roomy, well-ventilated, and well drained, and every attention which a long experience in horse management in England, the colonies, and the East can suggest will be paid to the well-being of horses sent to the bazaar. Periodical sales by auction will be held of horses and other live stock, carriages, harness, saddlery, &c., &c. Part of the establishment has been reserved as a show room for the exhibition of carriages, saddlery, &c., sent for sale either by public auction or private sale. Horses bought and sold on commission. Horses carefully broken to

* The steamer *Unicorn*, for instance, which Mr. Lay reports as fined for smuggling.

saddle and harness. For terms and particulars apply to O. R. KEEL, Manager."

The following is on the present position of the Anglo-Chinese force:—

"At Quinsan strenuous measures have been adopted to prevent foreigners from effecting communication with the rebels in Soochow; indeed all Europeans travelling in the interior, towards the districts recently retaken from the rebels as well as elsewhere, will, in future, have to provide themselves with a pass from Major Gordon, unless they wish to run the risk of arrest by the Imperialists. Reports have lately reached the Mandarin of the intention of several Europeans to join the rebels at Soochow, and they have consequently intimated to Major Gordon their intention of arresting foreigners travelling in that direction, who may not be provided with a pass from him. Officers of the Soochow force, as well as private individuals, must take the same precaution; as, from fear of being imposed on, the Imperialists may not be disposed to take their word as to their identity. The heat of the weather, and the absence of the *Hyson* at Shanghai, have secured the rebels a short respite of late. But we understand that active operations are shortly to be renewed, though the point elected for attack has not yet been made public. The health of the troops is generally good; but there have been several deaths among the officers, principally from sunstroke. Many of the English officers who had joined the force on leave of absence from their respective regiments have returned to Shanghai, in consequence of a peremptory order that they should at once go on half-pay if they intended to remain in the Chinese service. It is with the deepest regret that we record the death from cholera of D. A. C. G. Cookesley, which took place at Quinsan on the 16th instant, after only eleven hours' illness."

The American boundaries on Hong-que have been agreed and published by the Consul.

Mr. Samuel Mossman has retired from the editorial chair of the *North China Herald*.

HANKOW.

A letter from this place mentions that 23,000 taels are asked for the erection of a church without the parsonage, which would, at least, cost 10,000 more; rather a high price for a small community.

Captain Glover committed suicide at Chin-kiang. He was for many years an old coast officer. Captain Adams, also a coast officer, destroyed himself by jumping overboard.

The *Fire Cracker* tows down a schooner built here, intended for lighterage between Takoo and Tient-sin. She is owned by Messrs. Lindsay and Co.

The settlement is progressing rapidly; next season I trust we shall all be located there.

A couple of foreigners were attacked by braves the other day; the *mêlée* was in a boat. One of the foreigners was knocked overboard, cut on the head, and very likely would have been murdered, had it not been for the other, who drew his revolver, when the braves vamoosed.

KUI-KIANG.

Mr. Elliott, the head of Dent's-hong, died on the morning of the 16th of Asiatic cholera, after only a few hours' illness. I suppose the Braves brought it with them; they have been passing through the city at the rate of 1,000 a day for several days; 7,000 have already arrived. We all turned out the other evening armed to the teeth to rescue two foreigners reported to have been taken prisoners by them, but the report proved to be but false.

Samuel Stoddart, British barque, Jenkins, Jarvic, Thorburn and Co.; *Pons Elii*, British barque, Beaglehole; *Waterwitch*, British barque, Smith, Dent and Co.; *Mahé*, British ship, Merriells, Little and Co.; *Saïpe*, British brig, Hay; *Clements*, American ship, Smith, Russell and Co.; *Swallow*, Customs Hulk.

The following is a letter to the *Shanghai Market Report*:—

"Eight thousand Braves are expected, on their way to Hookow, near which place you will remember that the rebels showed themselves a few weeks ago. The Mandarins do not seem delighted at their visit, which is quite unnecessary; and the foreigners are sure to have a row with them, as they have a propensity for entering compounds and even dwelling-houses to have a look at the red haired devils. In the day time we keep guard over our houses, much the wisest plan, as if we were to venture out we should certainly be insulted. The inhabitants seem to fear their coming more than that of the rebels.

"Now for another growl at the Customs. Some time ago, a Chinaman shipped a quantity of tea to Shanghai, but unfortunately lost the receipt, so on its arrival at Shanghai the Customs authorities there made him pay a second whole and half duty, which the Chinaman, I suppose, did under protest. He had recourse to a foreign Hong there to recover this money, and they wrote to a firm here asking the latter to procure either a duplicate, or something to show the Taoutai at Shanghai that the duty had been properly paid here. The Deputy Commissioner most obligingly did all he could, but could get nothing out of the Taoutai except a note affirming that the duty had been collected, which was next to useless, as, if it had not been paid, the teas would never have been allowed on board vessel. The firm enclosed this to their Shanghai correspondents, and on the latter handing it to the Customs at Shanghai, they were told it was of no value; so, as usual, the customs has the best of it. Why do they refuse to give duplicates, and why did the Customs at Shanghai (contrary to regulations, I think) allow the steamer to dis-

charge any of her cargo, when they found their memo. from here did not tally with the manifest? The system of paying whole and half duty at the river ports is a simple swindle. It is only a dodge to let the bankers here have the use of a large sum of money without paying interest, and thus robs the merchants of it; it also gives the bankers, or rather the Taoutai at Shanghai a chance of squeezing, as the teas generally weigh less at Shanghai than here, perhaps owing to the difference of scales; and then, naturally, the half duty returned on shipment to England is less than it ought to be. A difference of 5 taels in every invoice amounts to something serious at the end of the year; and there is risk besides of never getting your half-duty certificates (which are only payable at the export port) through the carelessness of a Customs' employé writing by mistake Hankow or Chin-kiang, instead of Kiu-Kiang; while, owing to the system of Customs' books, it is next to impossible to trace anything. The other day a firm got a half-duty certificate payable here, on teas not shipped from hence, and of course sent it up to Hankow to inquire whether it belonged there. I verily believe it was shipped from that place, but the Customs would not pay it there, so they were obliged to pay it here."

AMOY, FOO-CHOW, AND SWATOW.

There is no news beyond the trade circulars from these ports.

HONG KONG.

The London Mail of the 10th June, arrived by the P. and O. steamer *Columbian* on the 19th July. The French Mail of the 17th June, arrived on 28th July.

We (*China Mail*) hear that Mr. Lay, the present Foreign Inspector-General of Maritime Customs in China, has just dismissed ten of the foreign employes at three months warning or pay. The gentlemen who have received warning are of the class whose salaries were about £600 per annum, and it is understood that their places will be supplied by new men from England. This is rather hard for the cashiered officials, although the tender of a quarter's salary will enable them to pay their passages home, or keep them afloat here until they can find employment. We may suppose that Mr. Lay's object has been to furnish the service with individuals who have had a regular training in the collection of maritime revenue in England, and if so he has done well. It must have been a source of great annoyance to merchants to find, in official positions in the Customs, men who had received no training in Customs business, and, in some cases, no training in any kind of mercantile business whatever. For an institution to be free from grievances in such circumstances would have been incredible.

A piratical attack had occurred on board the American barque *Bertha* while at anchor off Stone Cutter's Island in the harbour of Hong Kong. It appears that a few Chinese got on board quietly, and, joined with two of the Chinese crew, attacked the captain, mate, and crew, more or less injuring them. An alarm being given by a vessel anchored near, the rascals made off.

On the morning of the 13th July the house of the signal-man at Victoria Peak was attacked by a gang of Chinamen, McClelland, the signal-man was in one room, and Mr. Coffin, of H.M. Naval Yard, in another; both were aroused by two blows, the first of which broke some panes of glass, while the second drove in the window. Both inmates reached the spot at the same time, when a stink-pot was thrown in; McClelland was very badly injured, and Mr. Coffin sustained some damage in one of his feet.

The following notification has been issued in reference to the Danish treaty:—

"HONG KONG, 27th July, 1863.

"Having this day received from His Excellency Colonel Raasloff, his Danish Majesty's Envoy Extraordinary to China the following circular, I hereby notify the same for the information of Danish subjects.

"GEORGE J. HELLAND, H. D. M.'s Act.-Consul."

"SHANGHAI, 20th July, 1863.

"SIR,—I have the honour to inform you that a treaty of amity, commerce, and navigation between Denmark and China, was signed at Tientsin on the 13th inst.

"Among the rights secured by that treaty to Danish subjects, is that of participating in the trade on the Yang-tze, under the provisional regulations now in force which I have accepted as binding for Danish subjects. The treaty, however, will not be in force and that right will consequently not belong to Danish subjects until it shall have been ratified by the two sovereigns respectively and the ratifications exchanged.

"It gives me great pleasure, therefore, under these circumstances to be able to inform you that the Chinese Government has, at my request, and in a most friendly manner, consented to admit at once, Danish two and three-masted vessels (schooners, brigs, barques, and ships), as well as steamers, to trade on the Yang-tze under the Provisional Regulations as aforesaid, while lorchas, lorcha-bottoms converted by change of rigging into vessels resembling schooners, brigs, &c., Ningpo, boats, &c., Chinese fashioned craft generally, and one-masted small craft will for the present be excluded although flying the Danish flag. These special restrictions will, of course, cease to apply as soon as the treaty shall be in force, when the Danish flag will be in every respect treated like the flags of the other treaty Powers.

"Be pleased to bring the above information to the knowledge of captains of Danish ships and of Danish subjects in general.—I have the honour to be, &c., &c."

"W. RAASLOFF.

"To George J. Helland, Esq., H.D.M.'s Act.-Consul, Hong Kong."

The following items are from the *Evening Mail*:—"An article on the subject of how best to train interpreters, pointed out that Sir H. Robinson had been long ago advised to place his student interpreters in Canton, where quarters and teachers could be found for them in the city. This plan has been pursued successfully by the Dutch. The Governor is said to have rejected the advice on the score of expense—a most absurd excuse, as the expense would be less, compared with the progress.—A certain Mr. William Arnot wrote a letter, complaining of the greasy state of the five dollar notes issued by the Oriental Bank.—The appeal Case of Daulabhoj v. Hae Chun was dismissed with costs.—Discussion has been rife with regard to the present and future of the convict hulk *Anglo Saron*. The convicts break loose in twos or threes occasionally, and guns are fired for assistance from the shore. The firing of these guns is recognised here, and all sorts of alarming ideas take hold of the people's minds. A cursory report of the hulk and its inmates appeared a few days ago; its tone was not very encouraging."

"We are sorry to record a sad accident which occurred on the 23rd July, at Stonecutter's Island, by which thirty-eight convicts lost their lives. At the usual time of embarkation, the sky seemed somewhat clouded, and there was a general anxiety to get on board. The men got into the barge by fifties in ordinary circumstances, but on this occasion eighty men crowded on board. No harm would have ensued, however, had they remained steady and got on board the hulk quietly; but it happened that, just as they were alongside, the weather looked unusually threatening, and a general move was made by the convicts to get on board. This had the immediate effect of upsetting the barge, which resulted in the death of about forty men."

Our list of deaths is longer than ever, owing to the prevalence of cholera at Shanghai.

CANTON.

It is stated that Laou, formerly Governor-General of the Two Kwang, had been appointed Governor-General of Yunnao and Kwei-chow. He is said to be the most liberal and enlightened mandarin in China. His successor at Canton, at present only acting, but likely soon to be confirmed, is named Yen; he was formerly a rabid anti-foreign politician, but is now inclined to be on the most friendly terms with the representatives of foreign Powers at Canton.

THE PHILIPPINES.

MANILA.

The following letter to the *China Mail* is dated 22nd July:—"Very little has taken place since last mail, but we still get news now and then of shocks of earthquake in the province. On the 2nd and 3rd instant several shocks were felt at Batangas, the strongest on the 3rd at 9.30 A.M. The volcano of Taal continues to vomit forth smoke.

"According to the Government statistics there are upwards of 3,800 rum manufactories or distilleries in the island of Luzon alone: who after that will deny that this is not a rum country?"

"The *Diario* has published a new feminine Decalogue, which runs as follows:—"The commandments of women are ten: 1st, to love man above all women; 2nd, not to swear love to him in vain; 3rd, to make holidays for him (that is, to be always affectionate towards him); 4th, to love him as your father and your mother; 5th, not to forget him; 6th, not to deceive him; 7th, not to be jealous of him; 8th, not to jilt or feign; 9th, not to desire more than one neighbour; 10th, not to covet the sweethearts of others." We hope the Manila ladies' hearts will be inclined to keep this law!

"One of the gaps opened by the earthquake in Bulacan, and from which gushed a large quantity of water and black sand, is nearly a league in length, and in some places more than a yard in width. The mountains of Angut have been remarkably affected by the convulsion, some prominent peaks being either higher or lower than before, and one large rock having changed its position. On Monday and Tuesday five bodies were extricated from the ruins of the cathedral—one that of the exemplary Father Dandan, and the other four those of choristers. It is remarkable that they were scarcely disfigured, and exhaled no disagreeable odour, being dried up like mummies. Letters from Albany state that the volcano called Mayor is emitting fire, though but slightly.

"The old bridge cannot be used for carriages, and the having to cross and recross the Suspension-bridge incurs a heavy pecuniary tax. A bridge of boats is talked of.

"A heavy earthquake was felt some days ago at Benguet, and a new volcano has made its appearance in some part of Cagayan. It is also said that on the 13th inst., in Ilocos, there was a stronger earthquake than that of the 3rd June at Manila. Details have not yet been received."

BORNEO.

LABUAN.

By way of Hong Kong we have news from Labuan to the 4th. H.M.S. *Scout*, which left this on the 12th, reached

Labuan on the following day. She proceeded to the mines, where she took in 250 tons of coals in less than 24 hours. On the 14th a report was brought in that several piratical craft had been seen outside, and both the *Scout* and the *Leven* got ready and left the same evening; no pirates were seen, and the *Scout* proceeded direct to Hong Kong which she reached on the 26th.

The mines of Labuan are progressing favourably, and developing very rich coal.

MALACCA STRAITS.

SINGAPORE.

It was reported that the Supreme Government, on the ground that the transfer of the Straits Settlement to the Colonial-office had been for the present abandoned, had announced its intention of extending the Indian Penal Code to the Settlement without further delay. The *Singapore Free Press* remarks upon this:—"As our readers know, the transfer has not been abandoned, and from the measures being taken there is every prospect of its being carried through at an early date. The Government of India does not seem to be well posted up in what is going on in the India-office at home, and it is apparently acting on what occurred many months ago, when the Treasury put its veto upon the scheme. Since that time, however, the financial difficulties have disappeared, and there is little doubt that the measure will be carried through early next year."

Only two of the Anglo-Chinese fleet had so far arrived. These were the *China*, 10 guns, announced in previous advices, and which had since sailed for Shanghai, and the *Amoy*, 3 guns, which arrived July 31st, replacing some of her spars that had been carried away. The *Thule* and the *Ballarat* had passed on direct. The rest of the squadron, the *Peking*, *Keang-soo*, *Tien-tin*, and *Kwan-ghim* are daily expected. Captain Sherard Osborn was still at Singapore, [it being his object to see the greater part of the fleet safely despatched from thence before he proceeds on; besides the heat of September in China would prevent operations being carried out immediately on arrival there. If the *Peking*, however, did not arrive by the 14th, Captain Osborn purposed taking his departure.

The municipal commissioners had determined to act in accordance with the general wish of the community, and the idea of a permanent suspension bridge for foot passengers across the river at Bonham-street had been abandoned. A temporary passenger bridge was to be erected at once, and a good strong iron pile bridge for general traffic would be ordered from home.

The ceremony of driving the silver bolt in the keel of the screw steamer *Heartease*, building by Messrs. Buyers and Robb for Sir James Brooke, the Rajah of Sarawak, had taken place. The bolt was driven by the Rajah in person, the coins of the realm having been first slipped into the scarf. The dimensions of this vessel were:—Length over all, 120 feet; breadth, 18 feet 6 inches; depth, 9 feet; tonnage, about 300 tons. She is intended for a ram, and was extremely creditable to her builders.

The Messageries Imperiales have reduced the passage money for wives, widows, and servants of Dutch officials thirty per cent.

There was a report that the King of Acheen—not approving of chiefs on the East Coast of Sumatra, whom he considers as his vassals, hoisting the Dutch flag—intends to try to bring them back to their allegiance by force, should softer means fail, and the Dutch Government is, of course, prepared to assist those who have shown themselves so willing to come under its sway. If there is really any truth in this, we are afraid the Achinese monarch is only precipitating his own destruction, and giving the opportunity so eagerly longed for by the astute Dutch, of bringing the whole island of Sumatra under their exclusive dominion.

The correspondence going on between the British and Netherlands Governments, respecting the recent proceedings of the Dutch on the East Coast of Sumatra had excited much interest. In answer to the request of our Government for explanations, that of the Netherlands states that they have done nothing in the matter contrary to conventions or treaties, and that their measures are for the civilisation of barbarians!

A reference having been made to the Government of India regarding the clauses in the Straits Excise Act 14 of 1851 relating to the sale of spirituous liquors, Mr. Graham, the officiating Advocate-General, had given it as his opinion that although there is some obscurity in these sections of the act, yet on the whole the general intent that the spirit farmer

should have a monopoly in regard to the retail of spirits in quantities under 160 gallons is apparent from the universality of the terms used in sections 2 and 24. He considers that section 28, which is merely intended to restrain the general right of selling spirits in taverns to spirits to be consumed on the premises, in no way affords a ground for exemption of spirits so consumed from the payment of the farmer's dues. Whether the tavern keeper, therefore, buys a larger or smaller stock, the retailing or selling by him in less than 160 gallons is the act upon which the farmer's due accrues, and in default of payment or tender the penalty arises. A tavern keeper may buy his stock where he pleases, but cannot retail spirits in his possession without paying the farmer his dues, and purchasing spirits in quantities of more than 160 gallons, does not exempt him from payment. The tavern keeper, therefore, before he can supply his customers with spirits, must tender and pay to the spirit farmer his dues in accordance with section 24, otherwise he lays himself open to the penalty therein provided.

The Sarawak steamer *Rainbow*, Captain Hewatt, sailed for Sarawak on July 31st having on board Rajah Sir James Brooke, K.C.B.

PENANG.

Tremendous rains had set in. Every particle of sand had been washed off the roads, and the macadamised places were as rough as the bed of a river, and dangerous to ride over. Innumerable land slips had taken place, and the hill roads were all but impassable. The province was like a lake. Bridges had been carried away in every direction, and damage done to property such as was never before experienced. The crop was an unusually heavy one. The *Gazette* asserts that "the scent of the fruit pervades the town, and indeed the length and breadth of the island." The Governor was about to commence his tour of inspection through Penang and Province Wellesley. The telegraphic line to Singapore had not been commenced.

Births, Marriages, and Deaths.

(Announcements for Subscribers are made free of charge.)

BIRTHS.

DAVIES—On the 12th July, at Shanghai (only twelve hours before her husband's death), the wife of Henry Tudor Davies, Esq., Commissioner of Chinese Customs, of a daughter.
FARR—On the 15th July, at Spring-gardens, Hong Kong, the wife of Capt. Somes Farr, of a daughter.
GARDNER—On the 6th July, at Canton, the wife of John E. Gardiner, of a son.
MORICE—On the 27th July, at Beancegard, the wife of John Warden Morice, Esq., of a daughter.
LANE—On the 5th inst., at Grove-end House, St. John's-wood, the wife of T. A. Lane, Esq., of Hong Kong, of a daughter.
PIXLEY—On the 31st ult., at 30, Leinster-gardens, Hyde-park, the wife of Stewart Pixley, Esq., of a son.
PUTTFARCKEN—On the 24th July, at Monks-hill, Singapore, the wife of Otto Puttfarcken, of a son.
WILSON—At Hankow, China, the wife of Frank H. Wilson, Esq., of a son.

MARRIAGES.

DENT—MACLEAN—On the 5th inst., at St. George's, Hanover-square, by the Rev. G. B. Maclellain, William Dent, jun., only son of William Dent, Esq., of Cowper's-hill, Windsor, to Jane Amelia, youngest surviving daughter of the late Lieut.-General Sir Colin Campbell, K.C.B., and widow of the late Colonel George Maclean, Royal Artillery. No cards.
HAWKE—LEGG—On the 15th July, at the Union Chapel, Hong Kong, by the father of the bride, Richard Frean Hawke, of H.M.'s Dockyard, to Mary Isabella, second daughter of the Rev. James Legge, D.D. No cards.
MARTIN—LISTER—On the 1st inst., at West Derby, by the Rev. J. Herbert Jones, Alexander Maughan Martin, Esq., of Singapore, to Jane, eldest surviving daughter of the late Charles Lister, Esq., surgeon, Laverpool. No cards.

DEATHS.

ASHBEY—On the 12th July, at Shanghai, Lucy, the wife of Capt. Roswell F. Ashbey, of the American barque Lucy E. Ashbey.
BLAYNE—On the 11th July, at Singapore, Marc A. Blayer, of Marseilles, aged 39 years.
BELL—On the 4th July, at Shanghai, John X. Bell, of Shelbourne, Nova Scotia.
BOULANGER—At Shanghai, on July 18th, E. Boulanger.
CORCORAN—On the 17th May, at Nagasaki, James Corcoran, son of Lieut.-Colonel A. Corcoran, aged 21 years and one month.
COOKESLEY—On the 16th July, at Quinsan, of cholera, D. A. C. G. Cookesley. Entered the service in 1834, and served through all the Crimean war.
COCHRANE—On the 5th July, at Shanghai, Mr. John G. Cochrane, aged 26 years, late Engineer of the steamer Willamette.
COOK—At the Civil Hospital, Hong Kong, on the 10th inst., George Cook, a native of Bristol, aged 36 years.
DAVIES—On the 13th July, at Shanghai, of cholera, Henry Tudor Davies, Esq., Commissioner of Chinese Customs at that port.
DUCAT—On the 23rd July, at Hong Kong, on board the ship Tchernaya, P. F. Ducat, late commander.
D'AQUINO—On the 26th July, at Hong Kong, Ethelvina Roza, the third daughter of Mr. M. D. Aquino, aged 21 years.
ELLIOTT—At Kiu-kiang, of cholera, on the 14th inst., J. T. Elliott, of the firm of Messrs. Dent and Co.
FENWICK—Drowned on the 19th July, whilst bathing, in Canton River, George Fenwick.
FENWICK—On the 19th July, at Canton, drowned while bathing, George, the dearly-loved son of Mrs. Fenwick, of Whitechapel-road, London.
FYFE—On the 3rd July, at Shanghai, of cholera, Mr. Alexander Fyfe, engineer of the steamer Cycee.
GUTTERERZ—At Macao, on the 11th July, Capt. Bento Agostinho Guttererz, late of the Portuguese ship Pamela, aged 54.
GLEN—At Asor House Ho el, Shanghai, on the 7th July, William Glen, Esq., aged 48.
HORROCKS—On the 6th July, at Shanghai, of Asiatic cholera, Corporal James Horrocks, R.E., aged 25 years. A native of Salford, Lancashire.
JONES—On the 6th July, at Shanghai, Captain Theodore Jones, formerly of Boston, Mass., aged 32 years.
JORDAN—At Hong Kong, on July 8th, on board the ship Fanny Fern, Jennet C. Jordan, infant daughter of Captain Jordan, aged 3 years.
JAMESON—At Hong Kong, on July 11th, on board the ship Fanny Fern, George O. Jameson, 2nd officer, aged 25 years.
KAYL—On the 8th July, at Shanghai, Henry Robert Kayl, native of Douglas, Isle of Man, and late commander of the ship Isabella Hamilton, aged 35 years.

McLEOD—July 12, at Whampoa, Mr. John McLeod, Superintendent Engineer, J. C. Cooper and Co.
 MILLER—At the quarters-house, Hong Kong, on July 11th, Elizabeth, wife of Major Miller, 6th Regiment, aged 26.
 PERRIER—On the 15th July, at Shanghai, of cholera, after a few hours' illness, Vaughan Thomas Mac Ird Perrier, midshipman on board the ship Hanover, the beloved son of Thomas Perrier, Esq., of The Mall, Chiswick, aged 14.
 PETERS—On the 4th July, at Shanghai, of choleraic fever of four days' duration, Mr. Henry Peters, of Holstein, aged 25 years.
 SHARP—At the Good Hong Kong, on July 8th, Robert Sharp, late warden.
 TOOMER—On the 6th inst., at 68, Marlborough-place, Southampton, Joseph, the second son, of the late Edward Toomer, Esq.
 TAVARES—At Shanghai, on the 3rd July, Francisca, the wife of P. Tavares.
 WATSON—On the 10th July, at Hankow, John Watson, tidewater.
 WYNTMORT—In June last, at Shin ghai, China, suddenly, of Cholera, George Wyntmorte, Esq., of the Commissariat, late of Sydney, and son of the late Isaac Wyntmorte, Esq., of Great Cheyne-row, Chelsea.
 WILLIAMS—At Hong Kong, on July 6th, on board the American ship Contest, Watkins Williams, aged 19.

COMMERCIAL REPORT.

CHINA EXPORTS.

TEA.—Canton: At the despatch of the last mail, this market for new Congous was nominally opened by the settlement of a chop of the finest Chong-sow-kyes at 40½ taels (cost laid down in London 2s. 5½d.) but the purchase was deemed an exceptional case, and no further business has been done. The tea-men have reduced their demands to 45 taels for the finest Oopacks, 40 to 42 taels for Chong-sow-kyes, and 36 to 38 taels for Lyings; these rates are about 2 taels above the offers which are reported to have been made. The arrivals during the fortnight have amounted to 11 chops of Oonahms, Lyings, and Chong-sow-kyes, which will nearly complete the season's supply of first crop tea. In Canton made teas a moderate business has been done—medium Capers at 5 mace to a tael cheaper—in other kinds there is no alteration.

SHANGHAI.—Black: This market has been well supplied with Hankow teas during the whole of the fortnight. As both Freights and Exchange have declined, buyers have been better able to operate within their limits, and considerable settlements have been made at a fall of about one tael on medium teas, and at full rates for finest; the stock of the latter class is now nearly exhausted, and as they show a better prospect of paying than the lower kinds they are more inquired for. Three chops of best Oopack have been taken at taels 40½ to 42, which lay down about 2s. 5d., whilst their value by last circulars on the home market is 2s. 6d. to 2s. 7d.; the remainder of the settlements consist of Ningchows, Oonahms, and second class Oopacks, at prices ranging from taels 33 to 38½, which show no margin on present home rates. Settlements on the market, 13,798 chests Oopacks, Oonahms, Ningchows, and Hohows. Re-shipped on owners' account, 18,944 chests Oopacks; total, 32,742 chests, making a total to date of 95,218 chests. Stock, 24,566 chests. Quotations are, good to finest Oopack, tls. 36 to 42; good to finest Oonahms, 32 to 38; good to finest Ningchows, 33 to 38; finest Hohows, 29 to 30. Green.—Without any fresh arrivals from Kiukiang very little has been doing, and there will be nothing fresh to report until the arrival of new crop teas which are expected about the middle of next month. Prices will most probably open high, as the cost of the leaf in all the producing districts is considerably over last year's rates. Re-shipments and settlements, 1,514 ½ chests, making total to date 13,006 ½ chests. Stock of green tea is estimated at 8,300 ½ chests.

FOO-CHOW-FOO.—Buyers of Congous for England holding off, the market became very quiet soon after the departure of last mail. The Tea-men then yielded and the market fell about 2 taels for good Kysows and 1 tael for medium and common. Good common free from dust are scarce and wanted for Australia—coarse with broken leaf have been selling at 17 to 18 taels. Souchongs being in full supply have declined a little, especially the lower kinds. In other kinds the business has been trifling and without change in price. The total supply of Congou this season to date, amounts to 238,500 chests, against 243,000 chests, corresponding period last season.

AMOY.—The settlements reported as under:—Congou, 11,500 half-chests at \$20 to 27 for common to flavoury; Oolong, 12,000 half-chests, at 18½ to 27 for common to good cargo; Orange Pekoe, 3,800 half-chests at 13 to 18 for low ordinary to fair.

HANKOW.—During the past fortnight there has been no good demand for Congous. The market has been well supplied with second crop Teas, of which Oopacks have been good, and bought at previous rates. Oonahms have declined about 1 tael per picul. Short supplies of third crop are anticipated in consequence of the long drought, and the prevalence of the locusts. Good medium to best, 2nd crop Oopacks, taels 32.00 to 34.50 per picul; Good 2nd crop, to best, taels 30.00 to 31.50 per picul. Good medium Oonahms, taels 28.00 to 31.00 per picul; fair 2nd crop Oonahms, 25.50 to 27.00 tls. per picul. Sales, 50 chops. The supplies of the season so far, amount to 263 chops, against 192 do. same period last season; the settlements amounting to 227 chops (42 being contract), against 152 last season (59 being contract).

KEWKIANG.—There have been no transactions in Greens, for the reason that there is no stock. The new crop is expected about the end of August. The settlements of Black amount to 1 chop Hohow at 26 taels, and 2 chops Ningchow at 30 to 32 taels. The stock on the market is stated at 2 chops Ningchow.

KANAGAWA.—Transactions during the past month have been on a rather limited scale, owing principally to the absence of stock, and the high rates demanded by the tea-men; at the present time there are but few buyers in the market, and settlements, which are estimated at 2,700 piculs, are chiefly for America. Stocks and quotations are as follows:—Ordinary, \$1 to \$3, stocks 300 piculs; good ordinary, \$4 to 6, stocks; common, \$8 to 12, stocks 200 piculs; good common, \$14 to 16, stocks 200 piculs; medium, \$18 to 22, stocks 300 piculs; fine, \$23 to 26, stocks 100 piculs; finest, no quotation, and stocks none.

RAW SILK.—SHANGHAI.—Since last report there have been few purchases in this market, barely amounting to 600 bales, but about 1,500 bales brought down from the interior under contract have been shipped, which, added to the arrivals from Japan of about 400 bales, make the transactions of the fortnight 2,500 bales. The very high prices paid by the Chinese upcountry causes them to continue firm, for the opening states

notwithstanding an accumulating stock and a high rate of interest. Few buyers, however, have been disposed to operate, and generally with a reduction of taels 20 per picul. The purchases have been chiefly confined to medium and inferior Tsatlees, at about taels 5 per picul lower than last mail, but a few Taysaams have also been settled at very full prices. The second crop is reported to have yielded satisfactorily, with some improvement in the colour, but the silk is rather coarser and like the first gathering, wanting in quality. The sales of the fortnight are reported at 2,500 bales against 5,500 bales corresponding fortnight of last year and 4,000 bales the corresponding fortnight season before. The unsold stock on the market is 15,000 bales, against same quantity last season and 9,000 bales the season before. The present steamer has about 1,200 bales—the Aerolite for London has about 200 bales—no other ship loading has any. The following are the current quotations:—Tsatlees, No. 1, Tls. 455 to 465 per picul; No. 2, 435 to 445; No. 3, 415 to 425; Market, No. 3, 40 to 410; No. 4, 380 to 400; No. 5 and com., 355 to 375; Taysaams, No. 1, chops, 380 to 390; No. 2, 360 to 370; No. 3, 335 to 345; No. 4, 5, and com., 300 to 330; Yuenfa,—No. 1, chops, 420 to 430; No. 2, 400 to 420; No. 3, 385 to 390; No. 4, and com., 360 to 375; Hainings, 360 to 420; Hangchow Tsatlees, 385.

CANTON.—The silk of 3rd crop is now coming forward in bulk, over 200 bales having recently been received, of which 100 bales are Loong-Kongs held by two or three of the principal silk Hongks or shops, for rather higher prices than those quoted in the last report. Owing to the very unfavourable advices from England received by the 10th of June mail regarding the state and prospects of the silk market, most of the orders for silk prior to this news have been withdrawn.

KANAGAWA.—The new season's produce commenced to arrive about a fortnight ago, and was at first but indifferent in quality and size, but within the last few days the quality of the Mybush has much improved and can fairly be compared with that of last year. Owing mainly to an active demand having sprung up in consequence of reported failure of first China crop, this market has been very active, and a fair business has been done at gradually advancing rates. At present dealers are very firm, but as silk arrives in larger quantities, it may be expected that prices will slightly give way. As regards the prospects of this season's supply the native dealers report a failure in the Mybush, Sinchu, and Hatchogee districts, but for all this year's export will probably equal, if not exceed, that of season 1862-63. The total estimated settlements of new silks are from 600 to 700 bales, consisting chiefly of Mybush. Quotations are—Mybush and Sinchu, best parcels \$540 to \$565; medium, \$520 to \$530; inferior, \$500 to \$510; Coshio, medium, \$460 to \$480; Hatchogee, medium, \$385 to \$395.

DRUGS.—CANTON.—Cassia Ligna, 500 pls. have been taken at \$15.50. The remaining stock is about 1,500 pls. for which \$15.75 is demanded. Cassia Oil, no stock—nominally worth \$220 per picul. Cassia Buds, no sales, 25 pls. are still upon the market. Star Aniseed, and Aniseed Oil, none on offer. Rhubarb, 100 pls. are on the market, for which \$60 to \$70 is asked. China Root stock 250 pls. no settlements, quotation \$4 to \$4.25. Galangal, stock 200 pls., no settlements, quotation \$4 to \$4.25. Galls, no settlements, stock 100 pls. Musk, 90 catties are on the market at \$80 to \$100.

CAMPION.—HONG KONG.—Sales of 3,200 pls. China at \$20 to \$20.50 per picul unpacked, and 1,000 pls. Japan at \$19.50 per picul, which leaves the market bare, no further supplies having arrived.

CHINA IMPORTS.

HONG KONG.

COTTON YARN has again advanced in value materially during the fortnight which has elapsed since the date of last report, while the business transacted has likewise been upon a fair scale (estimated at 384 bales) of which some 200 have been purchased by foreigners. In Canton, where the value of this article also shows a satisfactory improvement, the settlements of the fortnight are computed at 120 bales.

GREY SHIRTINGS.—A fair amount of business has been transacted in these goods also, and rates show an advance of about 70 cents per piece upon previous quotations. The total sales of the fortnight are put at 40,930 pieces, of which some 12,000 have been taken by foreigners. The advance in Canton is also in almost a similar ratio, but the business done has been confined to 2,000 pieces at the annexed quotations.

WHITE SHIRTINGS remain without material change to notice in value, and with a moderate amount of business doing in this colony, where the settlements of the past fortnight are estimated 3,600 pieces. From Canton there are not any sales to report.

T-CLOTHS show a moderate improvement in value, with sales effected to the extent of 12,650 pieces in Hong Kong. In Canton, where an advance in price is likewise noticeable, the settlements are limited to 1,800 pieces of these goods.

AMERICAN DRILLS.—There is not any sales of these fabrics to be reported from Hong Kong, where their value remains as previously quoted, but sales of 1,300 pieces are reported in Canton.

WHITE SPOTTED SHIRTINGS, DYED DO., BROCADES, WHITE AND COLOURED.—The business transacted in these fabrics, during the past fortnight, is limited to 600 pieces of the last-mentioned goods, upon which, and White Brocades, an advance of about 10 cents per piece has been established, Spotted Shirts remaining as before quoted. In Canton, the value of Dyed Spotted Shirts shows an improvement of about 70 cents per piece, and at this 1,000 pieces have changed hands.

CHINTZES AND HANDKERCHIEFS.—Neither here nor from Canton are any sales or material change in the value of Chintzes reported; but in this colony purchases have been made of about 4,000 dozen of Handkerchiefs, at the annexed quotations:—

RAW COTTON has again advanced to the extent of from 50 cents to \$1 per picul, and the amount of business done in this colony has been upon a moderate scale, amounting to about 3,500 bales of Shanghai and Ningpo staple, on Chinese account, and about 640 bales reported as purchased by foreigners. In Canton, the business of the fortnight has been confined to the exportation to Hong Kong of 3,000 bales of cotton of Chinese growth, and 129 bales of Bombay staple.

WOOLLENS.—Spanish stripes and medium cloths, ladies and habit cloths, are dull of sale, both here and in Canton, and there is but little

change to notice in their value. The transactions in Spanish stripes in Hong Kong have been confined to assorted colours of continental manufacture, of which about 1,500 pieces have been purchased. Of medium cloths, 240 pieces have also found buyers. In Canton, the sales are put at 280 pieces of Spanish stripes.

LONG ELLS.—There are not any sales to report of these goods from this colony. In Canton, where their value has declined 10 to 15 cents, the settlements are put at 200 pieces.

CAMELETS, which in Hong Kong remain at about the quotations given in last report, have in Canton advanced one dollar per piece, but without transactions. In this colony the sales are put at 140 pieces of English, and 120 pieces of Dutch manufacture.

LASTINGS remain much as before quoted, with a moderate inquiry both here and in Canton, the sales of the fortnight being estimated at 100 and 480 pieces for each port respectively.

METALS.—Iron, flat, &c., maintain their value in Hong Kong, but are not much inquired for, the sales of the fortnight being estimated at 1,000 piculs of nail rod and 555 of iron wire. In Canton, the business transacted since the departure of last mail has been extremely small, limited to 700 piculs of nail rod. Lead still shows symptoms of reaching lower prices than have ruled for a long time back, and both in Hong Kong and Canton its value has declined during the past fortnight, while the sales are put at 480 piculs for this colony, and at 1,800 piculs for Canton. Tin: 1,800 slabs sold in Hong Kong; in Canton nothing doing. Tin Plates: 300 boxes have been purchased in Hong Kong and 200 in Canton. Steel: Nothing doing.

EXCHANGES ON LONDON.

[For dates, see first page.]

		Bank.	Private.
At Shanghai	6 months sight.	6s. 4d. to 6s. 4½d.	6s. 4½d. to 6s. 5d.
At Foo-Chow (per Tael)	6 ditto	...	...
At Canton	6 ditto	4s. 10d.	4s. 10½d. to 5s. 0d.
At Hong Kong	6 ditto	4s. 10d.	4s. 10½d. to 5s. 0d.
At Macao	6 ditto	4s. 10½d. to 4s. 11d.	4s. 11d. to 5s. 0d.
At Singapore	6 ditto	4s. 7½d.	4s. 8d.
At Batavia	6 ditto	...	...
(equivalent)	6 ditto	...	...
At Colombo	6 ditto	...	...

The Exchange on India at Shanghai was 313 to 314 rupees per 100 taels, and at Hong Kong 235 per 100. Bar silver at Shanghai 110.25 per 100 taels, and Hong Kong 4 per cent. prem. The current quotations at Shanghai for Mexican dollars was 78 taels per \$100, and the rate of exchange on Hong Kong was 24 to 25 per cent. discount.

EXPORTS OF TEA AND SILK TO GREAT BRITAIN SEASON 1863-64.

	From Shanghai.	From Foo-chow.	From Canton.	Total lbs.	SILK. Total Bales.
From June 1, 1863.....	5,591,522	11,592,600	2,180,489	19,715,911	2,265
Comparative period last season.....	4,992,044	6,195,550	1,720,315	13,455,112	1,808
TO UNITED STATES.					
From June 1, 1863.....	...	...	...	229,871	...
Comparative period last season.....	...	...	...	7,000	...
TO THE CONTINENT.					
From June 1, 1863.....	...	...	...	775,347	Bales.
Comparative period last season.....	...	...	...	1,916,780	...
TO SAN FRANCISCO.					
From June 1, 1863.....	...	...	...	Packages.	...
Comparative period last season.....	...	...	...	...	...
TO AUSTRALIA.					
From June 1, 1863.....	...	...	...	Total lbs.	...
Comparative period last season.....	...	...	...	...	...
TO GREAT BRITAIN.					
From 1843 to 1844.....	...	...	...	51,022,600	...
" 1845 to 1846.....	...	...	...	57,334,200	18,694
" 1847 to 1848.....	...	...	...	63,972,300	22,113
" 1849 to 1850.....	...	...	...	77,327,800	61,980
" 1851 to 1852.....	...	...	...	92,219,300	50,480
" 1853 to 1854.....	...	...	...	76,990,255	69,311
" 1855 to 1856.....	...	...	...	65,789,792	83,136
" 1857 to 1858.....	...	...	...	85,560,152	64,163
" 1859 to 1860.....	...	...	...	90,066,160	79,644
" 1861 to 1862.....	...	...	...	109,554,910	70,190

The picul is 134 lbs. weight: the tael at Shanghai is equal to 1 dollar and 10 cents and is divided into decimal parts of ten.

SHIPPING INTELLIGENCE ARRIVALS.

At JAPAN: None.

At SHANGHAI: July 5, Weymouth, from London; 6, Lizzie, from Cardiff; 8, Gauntlet, from London; 10, Havelock, from London; 12, Rock City, from Liverpool; 17, Camilla, from Liverpool.

At Foo-Chow: None.

At HONG KONG: July 12, Agincourt, from Sunderland; 12, Georges, from New York; 14, Wild Pigeon, from New York; 18, H.M.S. Osprey, from England; Kate Howe, from New York; 12, A. E. Vidal, from Hamburg; 22, Gleaner, from Liverpool; 22, Alida, from Hamburg.

At MANILA: None.

At SINGAPORE: July 25, Paul Riquet, from Bordeaux; 30, Prince Alfred, from London; August 1, Tycoon, from Sunderland; 2, Hildesheim, from Hamburg.

DEPARTURES.

From JAPAN: None.

From HANKOW: 21, Celestial and White Adder, for London.

From SHANGHAI: July 6, Vigil, for London; 8, Kennington, for London; 9, Precymatia, for London; 13, Caroline Coventry, for London; 14, Kestrel, for London.

From Foo-Chow: July 10, Rosella, for London; 14, Philomela, for London; 17, Veronica, for Liverpool.

From HONG KONG: July 15, Chrysolite, for London; 23, Eliza Stewart, for Liverpool.

From MANILA: Kitty Simpson, for New York; Frederic, for Falmouth; Sooloo, for Boston.

From SINGAPORE: July 21, Sparkler, for Liverpool.

LOADING.

At JAPAN: For London: Kent, Cambridge, and Isabella Kiale.

At SHANGHAI: For London: Alfred Hawley, Assyrian, Gabalva, George Avery, Parliament, Sir W. F. Williams, Cambalu, Lorton, Hanover, Ocean Mail, Glenadier, Southern Balbe, Reindeer, Garawat, Artemesia, Tubila, Naomi, Veler Solent. For Liverpool: Onangondy, Cambula, Harrington.

At Foo-Chow: For London: Empress Eugene, Friar Tuck, Whin-fell, Corea, Ganangur, Spray of the Ocean, Harkaway, Carisbrork, Yaratilda, Maha Ranee, Lord Clyde.

At AMOY: For London: Eastern Chief.

At HONG KONG: For London: Parana, Queen of the Ocean, Warwickshire. For New York: Panama.

At CANTON: For London: Queen of the Age, Queen of the North, Northfleet, Tamana, Westminster, Canadian, John Lidgett. For Liverpool: Iron Crown, Verbena.

At MANILA: For Liverpool: Alarie. For Falmouth: Amtmand, Thesen, Java. For Havre: Volta. For New York: Antonia Terry, Competitor, Hamlet, Horatio, Sumatra, Wanderer.

At SINGAPORE: For London: Ann Reddin, Ariel, Richardson, Prince Alfred, Sawley, Cludow. For Liverpool: Bogota, Tigros, Thomas Mitchell.

PASSED STRAITS OF SUNDA.

From England and Continent to China, &c.:—July 11th, Lambere, Glasgow to Singapore; J. H. Ranson, London to Shanghai; 12th, Indus, Cardiff to Shanghai; 13th, Fairlight, London to Shanghai; 14th, Star Queen, Cardiff to Shanghai; Constance, Sunderland to Shanghai; Nippon, Liverpool for Shanghai; Spirit of the Sea, Cardiff to Shanghai; Mimosa, Liverpool to Shanghai; Banda, Liverpool to Kong Kong, Cleopatra, Dundee to Shanghai; 16th, Balbrat, London to Shanghai; Charles Henri, Falmouth to Manila; Marion, Sunderland to Shanghai; Ida Elizabeth, Rotterdam to Batavia; 21st, Osprey, London to Shanghai; Freya, Cardiff to Shanghai; 23, Albrecht Oswald, Liverpool to Shanghai; Mirage, London to Shanghai; 24th, Frans and Elize, Amsterdam to Batavia; 25th, Bosworth, Sunderland to Shanghai; 31st, Vier Gezusters, Rotterdam to Batavia; Delft, Rotterdam to Batavia. From United States, to China, &c.:—13th, Sarah, New York to Shanghai; Nestor, Boston to Hong Kong; 24th, Dorchester, Boston to Shanghai; Rocket, New York to Batavia; 25, Magenta, New York to Shanghai; From China, &c., to England and Continent: July 12th, Jorgan Bruhn, Canton to London; 16th, Lobella, Samarang to Rotterdam; West Australian, Hong Kong to London; 18th, Pomone, Bangkok to Cherbourg; 19th, John Banks, Manila to London; 21st, Flora, Manila to Liverpool; Ellenborough, Singapore to London; Ary Scheffer, Batavia to Holland; 26th, Storm King, Batavia to Liverpool. From China, &c., to United States: 12th, Europa, Whampoa to New York; 17th, Cleveland, Shanghai to New York; Nabob, Manila to New York.

FREIGHTS AND CHARTERS.

JAPAN.

Tea, £5; silk, £6. 10s.

SHANGHAI.

Rates for silk are £4. 10s. and £3. 10s for tea. Tonnage in the harbour is large and coast rates are but nominal. The following are some of the charters:—Orinoco (Hamb. barque) 496 tons, Taku and back, with 12 lay days, \$1,300 per month; Voltigeur (Prussian brig) 200 tons, \$850 per month; Lady Elizabeth (Brit. barque), 576 tons, Hakodadi and back, \$1,500 per month; Keepsake, Foo-chow to Melbourne, £3. 15s. per ton, 25 lay days; Southern Belle (Brit. barque), 541 tons, London with tea, £3. 10s.; Merrington (Brit. ship), 642 tons, Liverpool, with cotton, £2. 17s. 6d.

HONG KONG.

Arrivals have been large, which, together with little employment offering, gives rates a downward tendency. The Northfleet is loading at Whampoa, at £4 per ton. This, however, is the nominal rate; vessels on the berth would be glad to take much less rates for quick despatch. The Iron Crown is loading cotton for Liverpool at £3. 10s.

Forfarshire (British ship 614 tons), to Liverpool, £4. Parana on berth for London at £3. 10s. Rates to Ningpo are 35 cents, to Shanghai, 40 cents.

MANILA.

Rates for sugar are still lower, the Alaric having engaged the remainder of her cargo at £2. 12s. 6d. for unclayed, and £2. 12s. 6d. for clayed; to Shanghai, one vessel has been taken up to load at 40 cents per picul.

SINGAPORE.

Rates are as follows:—Tin, £3. 5s. per 20 cwt.; sago in boxes, £4; sago flour, £4; gambier in bales, £3. 5s.; sugar, £4; black pepper, £4 per 16 cwt.; coffee, £4 per 18 cwt.; hides and horns, £4 per 16 cwt.; gutta percha, £4 per 20 cwt.; measurement goods, £4. 10s. per 50 cubic feet.

PENANG.

Freights to London, £3. 10s., for dead weight, £4 for light freight.

CASUALTIES.

SHANGHAI.

The *Macduff* is badly on shore on the Middle Ground, and will have to discharge a great portion of her cargo before she can be got off.

HONG KONG.

The Dutch barque *Borneo* arrived in harbour yesterday afternoon in tow of the steamer *Cadiz*, Capt. Gillson. The *Borneo* is from Singapore bound to this port; she encountered a typhoon.

The *Hong-lion*, an old vessel under the Dutch flag belonging to Singapore, was from the last named port bound to Amoy, having on board upwards of 250 Chinese passengers—all of whom have been lost. This is an event which occurs certainly once a-year with the Singapore vessels either going down from Swatow and Amoy with the N.E. monsoon or returning (as in the present instance) with the S.W. monsoon. A larger number of passengers are crowded on board than there is room for.

The British barque *Anita*, Captain Williams from New York bound to Shanghai with coals, has put into port having sustained much damage aloft and having her crew all laid up from illness in consequence of the weather lately experienced in the China Sea.

SINGAPORE.

In the report of the accident to the steamer *Experiment*, it was mentioned that the boat which was sent ashore at Tanjong Appi to obtain provisions and water, had not turned up at the date of our last advices. By the Dutch mail we learn that this boat has found its way to Batavia. Great sufferings have been endured by the crew, one of whom has died; the crew have been sent up to this by the Dutch authorities.

COMMERCIAL POSTSCRIPT.

CITY, MONDAY AFTERNOON.

SILK.—As importers have continued to be current sellers, we have had another fortnight of fair activity in the silk market, China silk taking, perhaps, the most prominent position in the amount of business done. For Japan silk there has been a good demand, but the arrivals have been rather small. Deliveries 31st August to 9th September, inclusive.—China, 1,317 bales; Japan, 706; total, 2,023.

ARRIVALS not included in the Table.—September 8, at Falmouth, from Akyab, *Pieter*; 8, at Tex., from Batavia, *Sourabaya Packet*; 11, at Falmouth, from Rangoon, *Sophia Adelaide*, *Kalkmann*; off Falmouth, from Akyab, *Solide*, *Andersen*; 10, at Queenstown, from Akyab, *Cambridge*; 11, at Falmouth, from Akyab, *H.S. Soule*, *Osgood* (schr.); 13, at Deal, from Singapore, *Oscar*, *Wulf*.

DEPARTURES.—Sept. 8, from Sunderland for Shanghai, *Seaton*, *Luzon*; 12, from London for Shanghai, *Univalled*.

STOKEN.—Walvisch, Sunderland to Singapore, August 2, 14 N., 26 W. County of Ayr, Clyde to Batavia, August 7, 14 N., 25 W.; St. Paul, New York to Shanghai, 29 days out; *Salatiga*, *Vretter*, *Tiljatap* to Rotterdam, July 28, 10 S., 12 W.; *Ida Wilhelmine*, Rotterdam to Batavia, Aug. 6, 2 N., 24 W.; *Nova Zembla*, Amsterdam to Batavia, July 11, 25 S., 30 W.; *Constance*, Amsterdam to Batavia, Aug. 2, 12 N., 24 W.; *Rudolph*, *Meinsma*, Rotterdam to Batavia, July 31, 14 N., 26 W.; *Quartet*, *Mulder*, Amsterdam to Batavia, Aug. 1, 14 N., 26 W.

MERCHANT STEAMERS IN THE SHANGHAI TRADE.

(From the *Friend of China*.)

ON THE NINGPO LINE.—*Argus*, Br. Day, *Moses* and Co.; *Ayrshire* Lass, Br. McMillan, *Fletcher* and Co.; *Feima*, Br. Buckland, *Moses* and Co.; *Fenella*, Br. Buncombe, *Pearson* and Co.; *Mandarin*, Am. str., A. L. Freeman; *Pootung*, Br. 4 p., *Byrne* and Co.; *Whampoa*, Br. Milton, D. Sassoon, Sons.

YANGTSE LINE.—*Cosmopolite*, Br. Macqueen, *Dent* and Co., left; *Defiance*, Br. —; *Elfin*, *Collyer* and *Lambert*, left; *Enterprise*, Am. Draper, H. Fogg and Co.; *Express*, Br. Castilla, *Jardine*, *Matheson* and Co.; *Fire Cracker*, Am. 7 p. *Pendleton*, *Lindsay* and Co.; *Fire Dart*, Am. West, *Heard* and Co.; *Gerard*, Br. Quirk, 4 p., *Smith*, *Kennedy* and Co., left; *Governor General*, Br. Bell, *Dent* and Co.; *Huquang*, *Roberts*, *Russell* and Co., left; *J. T. Wright*, Am. Bennett, *Howard* and Co., left; *Kiangtse*, Am. Simmons, *Russell* and Co.; *Niemen*, Br. 6 p. *Hutchinson*, *Dallas*, *Pearson* and Co., left; *Poyang*, Am. 4 p. *Bryan*, *Olyphant* and Co., left; *Rona*, Br. *Hutchinson*, *Jardine*, *Matheson* and Co.; *Shandon*, Br. *Wigton*, *Moses* and Co.; *Shanee*, Am. *Perkins*, *Russell* and Co., left; *Ta-Wah*, *Lovitt* 1 c., A. L. *Freeman* and Co.; *Takiang*, Am. *Sanford*, *Olyphant* and Co.; *Tze-Chuen*, Am. *Kennedy*, *Russell* and Co., left.

TIENSIN LINE.—*Island Queen*, Br. *Stocks*, F. R. *Gamwell*; *Nanzing*, Br. *Morrison*, *Harkort* and Co., left; *Swatow*, Br. *Laen*, E. A. *Reynolds*, left.

JAPAN LINE.—*City of Nantes*, Br. *Gibson*, left; *Elgin*, Br. *Beal*, *Adamson* and Co.; *Hellespont*, Am. *Mooney*, *Howard* and Co., left; *Jeddo*, Br. *Wright*, *Dallas*, *Pearson* and Co., left; *Pembroke*, Am. *Dohin*, 1 s., *Russell* and Co., left; *Rajah*, Br. *Catto*, *Hogg Brothers*, left; *Reiver*, *Bolton*, *Jardine*, *Matheson* and Co.; *St. Theodosius*, Russian, *Stenroos*, left.

HONG KONG LINE.—*Carthage*, *James*, *Jardine Matheson* and Co., left; *Chusan*, Br. *Shaw*, left; *Chanticleer*, Br. *Turner* and Co., left; *Fokien*, Am. Str., *Russell* and Co., left; *Hydaspes*, French, *Nom de dieu*, *Russell* and Co.; *Meteor*, Br. 6 p., *Mc Caslin*; *Shun-Lee*, *Milbank*, *Harkort* and Co., left; *Tynemouth*, Br. 6 p., *Hellyer*, *Russell* and Co., left; *Viola*, Br. *Thomson*, *Jardine*, *Matheson* and Co., left.

NO PARTICULAR LINE.—*Novelty*, Br. 4 p.; *Scotland*, Pruss., *Russell* and Co., left for San Francisco; *Union Star*, Br. 7 s.; *Waratah*, Br. *Harris*; *Volunteer*, Br., left for Foochow.

TOW BOATS.—*Bunker Hill*, *Banney*, A. *Heard* and Co., laid up; *Emperor*, Br. 6 p. *Tod*, *Jarvie*, *Thorburne* and Co., laid up; *Louisa*, Am. 5 s., G. N. *Weed*, Engineer, P. T. *Osborn* and Co.; *Martin White*, *Parkes*, T. *Hunt* and Co., laid up; *Titan*, *Wood*, *Jarvie*, *Thorburne* and Co.; *Tatlee*, Br. *Jones*, *Russell* and Co., laid up; *Ta-Yung*, Br. 95 h. p., *Smith*, *Shaw*, *Brothers* and Co., left; *Washington*, *Atwill*, A. *Heard* and Co. (for sale).

CHINESE TRANSPORT SERVICE.—*Antelope*, a Chinese, P. *Conklin*; *Confucius*, P. *Conklin*; *Hyson*, *Quinsan*, *Wheelock* and Co.; *Illawarra*, Br. *Torckler*, A. *Ellisen* and Co.; *Pluto*, *Sanger*; *Williamette*, *Frond*, P. *Conklin*; *Zingara*, *Ludlum*, *Wheelock* and Co.

RECEIVING SHIPS IN SHANGHAI.—*Ariel*, *Des Landes*, P. F. *Cama* and Co., 3 s.; *Anne Welsh*, *Endicot*, 4 s., A. *Heard* and Co.; *Berwick Walls*, *Floating Hospital*, Capt. *Ayres*, 5 p.; *Emily Jane*, 4 s., *Dent* and Co.; *Georgiana* (Coal Hulk), 8 s., *Harkort* and Co.; *Lady Hayes*, *Patridge*, *Jardine Matheson* and Co., 5 s.; *Macao*, 9 p.; *Melbourne*, *Miller*, 9 p., *Shaw Brothers*; *Ngaphui*, *Harbour Master*, o. 1; *Rosa* (Coal Hulk), *Gamwell*, 7 s.; *Samuel Stoddart*, *Mackie*, 9 s.; *Sea Horse*, *Cambridge*, *Groves* and Co., 2 s.; *Wellington*, *Bennett*, *Sassoon* and Co., 3 s.

MEN OF WAR IN CHINA AND JAPAN WATER.

SHANGHAI STATION.—*Acorn*, brig., depot 5 s.; *Centaur*, 540 H.P., *Bosanquet* Commander, 8 guns; *Starling*, 60 H.P., 3 guns, 5 s.; *Vulcan*, Transport, *Strode*; *Weazel*, 60 H.P., *Hale*, Lt. Commanding, 3 guns.

CHINKANG.—*Hardy*, 60 H.P., *Campbell*, Lt. Commanding, 3 guns.

NANKING.—*Slaney*, 80 H.P., *Lee*, Lt. Commanding, 3 guns.

NINGPO.—*Flamer*, 60 H.P., *Bosanquet*, 3 guns.

TIEN-TSIN AND CHEEFO.—*Insolent*, 60 H.P., *Nicholas*, Lt. Commanding, 3 guns; *Manila*, 70 H.P., *Burnett*, Master Commanding.

FOO-CHOW-FOO.—*Staunch*, 60 H.P., *Denham*, Lieut. Commanding, 3 guns.

SWATOW.—*Cockchafer*, 60 H.P., *Dayrell*, Lieutenant Commanding, 3 guns.

HONG KONG.—*Banterer*, 60 H.P., 3 guns, laid up; *Bustard*, 60 H.P., *Tucker*, Lieutenant Commanding, 3 guns; *Clown*, 40 H.P., *Tonkin*, Lieutenant Commanding, 3 guns; *Dove*, 60 H.P., 3 guns; *Drake*, 40 H.P., 3 guns; *Firm*, 60 H.P., 3 guns; *Forester*, 60 H.P., 3 guns; *Grasshopper*, 60 H.P., *Bennett*, Lieutenant Commanding, 3 guns; *Haughty*, 60 H.P., *Wells*, Lieutenant Commanding, 3 guns; *Hercules*, hospital ship; *Melville*, Dr. *Mackay*, hospital; *Opossum*, 60 H.P., 3 guns; *Princess Charlotte*, Captain *Nolloth*, guard ship; *Snap*, 60 H.P., 3 guns; *Watchful*, 40 H.P., 3 guns, laid up; *Woodcock*, 40 H.P., 3 guns.

HANKOW.—*Algerine*, 80 H.P., *Blane*, Lieutenant Commanding, 3 guns.

KANAGAWA (JAPAN).—*Bouncer*, 60 H.P., *Cressy*, Lieut. Commanding, 3 guns; *Coromandel*, 150 H.P., *Denison*, Lieut. Commanding, 6 guns; *Coquette*, Com. *Alexander*, 200 H.P., 4 guns; *Cormorant*, *Buckle*, Lieut. Commanding, *Despatch*; *Encounter*, 360 H.P., *Dew*, Captain, 14 guns; *Euryalus*, 400 H.P., *Joslyn*, Captain, 35 guns; *Havoc*, 60 H.P., *Poole*, Lieut. Commanding, 3 guns; *Hesper*, 120 H.P., *Boxer*, Mr., Commanding, *Store ship*; *Kestrel*, 40 H.P., *Dunlop*, Lieut. Commanding, 3 guns; *Perseus*, 400 H.P., 201 guns; *Pearl*, 400 H.P., *Borlaise*, Captain, 21 guns; *Race Horse*, 4 c., *Boxer*; *Swallow*, (Surveying).

NAAGASAKI.—*Leopard*, St. Fr., 18 guns, Capt. *Leche*; *Ringdove*, 200 H.P., *Brown* Commanding, 4 guns; *Rattler*, *Howard*.

HAKODADI.—*Argus*, *Moore*.

NARROW ESCAPE OF THE "TWEED" (INDIAN TELEGRAPH EXPEDITION) SHIP.—The fine ship *Tweed*, nearly 2,000 tons, formerly the *Punjaub*, 21-gun frigate, in the Indian service, and which has recently been chartered by Government, for the conveyance of the great Indian telegraphic cable, to be laid down between Suez, the Red Sea, to Bombay, narrowly escaped destruction by fire on the 28th August. She is lying in the junction basin of the West India Dock, where her owners, Messrs. Willis and Son, of Leadenhall-street, are fitting her out for the expedition. Three large iron-plated circular tanks have been built in her hold for the reception of the cable, and which are also to be filled with water for the preservation of the composition with which the cable is coated. At six o'clock two shipkeepers, who have charge of the ship, gave the alarm to the dock officers of the vessel being on fire. They stated they had discovered it on taking off the hatches for the workpeople. The steam tug of the dock company, which is fitted with fire-engine pumps, was at once put alongside the basin and got to work down the forehold, where the fire appeared to rage, though, on account of the dense smoke that issued forth, it was impossible to trace out its exact locality for some time. The dock-masters and superintendents of the police were soon on the spot, with other engines belonging to the company, and every available force. After working a lengthened period, it was ascertained that it was the port side of the vessel abait the forehold that was on fire, where, fortunately, it was subsequently stopped from extending—though not without some difficulty, owing to the tank being built up close to it. Several of her timbers are reported to be burnt, and portions of her tank will have to be taken down, if it is found necessary by the surveyor to remove them. As regards the fire, there is every reason to suspect that it arose from the neglect of some of the workmen employed in the construction of the tanks, by dropping a hot rivet, or some live cinders, from a portable furnace, among some rubbish or shavings in the hold, between the tank and the side of the ship. The dock officials are of opinion that, but for the early discovery, the ship would have been, in all probability, destroyed. She is fully insured.

THE P. AND O. CO. AND EDUCATION AT SOUTHAMPTON.—Mr. Arthur Anderson (Chairman of the Board of Directors), who takes a lively interest in the welfare of the children of the men in the employ of the company, after having most successfully established what may be termed a Low School in the parish of St. Mary's, for the education of girls and boys, is now, we are exceedingly pleased to learn, engaged in a laudable endeavour to get up a High School, for the sons of the officers. The company is now in treaty for the purchase of Bannister's house and estate for this purpose.

MR. WILLIAM HARRIS SAUNDERS, who has been for several years in the Royal Mail Steam Packet Company's London Office, has been appointed a manager of the Shanghai Tea Company. This company has been formed with the object of supplying teas, pure as imported, at wholesale prices, not only in chests and half-chests, but in smaller packages.

THE LOST TRADE OF THE BRAZILS.—The continued suspension of diplomatic relations between this country and Brazil can, in view of the extent and importance of the commerce between the two nations, be regarded only as an event to be seriously deplored. From the hastiness with which the Foreign Office acted, on grounds which have been pronounced insufficient by the King of the Belgians, to whose arbitration the dispute was referred, it might have been supposed, by persons unacquainted with the magnitude of the interests involved in the trade between England and Brazil, that the latter was a country whose custom was of no consequence to our manufacturers, and whose productions we could very well dispense with. It could scarcely have been supposed that, next to France, Italy, Holland, the Hanse Towns, and the United States, the value of the British manufactures exported to Brazil in 1861 was greater than to any foreign country with which we trade. "In examining the import tables," says Mr. Elliot, our late secretary of legation at Rio, in his report to the Foreign Office at the close of the year, "we can hardly fail to be struck with the importance of the commercial relations between England and Brazil. For the year 1860-61 the total value is estimated at 119,000,000 milreis, and one-half of that amount is of British origin, being an increase of 4,000,000 over the preceding year." The total value of the exports to Brazil rose, in 1861, to £4,690,875 from £4,571,908 in the preceding year, and nearly one-half of this amount was represented by cotton goods, the other principal articles being linen and woollen goods and iron. Except Turkey and China, no foreign country imported so large an amount of British cotton manufactures as Brazil; and her imports of our linens were exceeded only by those of Germany, Cuba, and the United States. Our imports from Brazil rose in the same years from £2,269,180 to £2,631,480, the principal articles being sugar, coffee, cocoa, hides, and caoutchouc. We import more coffee from Brazil than any other part of the world, except Ceylon; and our imports of raw hides from that country are exceeded only by those from India and the River Plate. Of the other principal items of the import trade it may be observed that Brazil supplies us with a large portion of the sugar, cocoa, and tapioca consumed in this country, and with more than half the caoutchouc and nearly all the rose-wood we use. Nor ought it to be forgotten that we import from Brazil, in the present circumstances of the trade, more cotton than from any other country, except India and Egypt. There is no doubt, moreover, that the growth of cotton in Brazil will be greatly increased, consequent upon the enhanced price and the losses sustained of late years by coffee-growers through the ravages of a disease analogous to the oidium. "On the whole," says Mr. Elliot, "it may be confidently asserted that a review of the general state of the Brazilian empire and its future prospects is encouraging." It should be borne in mind that the development of our trade with Brazil, considerable as are its present proportions, has been hindered by obstacles which are now in course of removal; so that, should the relations between the two countries continue to be those of peace and amity, a great and rapid increase of both imports and exports may confidently be expected. The coffee crop is so exhaustive of the soil that, in the absence of a proper system of manuring, irrigation, &c., the proprietors are obliged to plant new trees every few years, generally further from, and consequently in less easy communication with the market. This entails the necessity of large estates, considerable portions of which lie unproductive. Improved means of intercommunication are obviously the great want of the coffee-growers, and these the Government are actively and energetically endeavouring to supply. In 1861 a ministry of agriculture and public works was created, whose attention is to be directed to providing and forwarding roads, railways, and canals, and improving riverine navigation. "It is only necessary," said Mr. Baillie, then secretary of legation at Rio, in a report made to the Foreign Office at the commencement of last year, "to take a glance at the map to perceive that Brazil abounds in magnificent rivers forming a network which pervades the whole empire. These rivers are all more or less navigable, and drain a vast extent of soil said to be most fertile, and capable of producing all the various products annually exported to foreign countries. The best means for rendering such important natural advantages subservient to the development of agriculture and commerce is an object well worthy the attention of the Government, and of all persons interested in the future progress and prosperity of this empire." The principal schemes now or lately under consideration are, the utilisation of the extensive network of navigable rivers which run into the Amazon, a railway into the coffee-producing districts of Minas, the union of the centres of production in the interior with the points where stations are to be made on the Don Pedro II. and San Paulo Railways, and the connection of the different channels of communication now existing with the extensive and important upper navigation of the river San Francisco. The completion of the communication between the great coffee-producing districts and the maritime ports will tend largely to augment the export of the staple product of the country, and with it the means of the Brazilians to consume more of our manufactures. The import of cotton from Brazil may also be expected to be greatly advanced in future years. There is, therefore, every reason to anticipate a great and rapid increase in our commerce with Brazil if nothing occurs to interrupt it, and to impede the Imperial Government in their measures for opening up the interior of the country to foreign trade. Confidence in the continuation of peace is essential to the progress of all such undertakings, and equally so to the development of agriculture and commerce. Nothing would tend so much to promote such confidence as the restoration of diplomatic relations between England and Brazil, which both countries have the right to expect as the natural consequence of the decision of the King of the Belgians in the case of the officers of the *Porte*. The aggressive measures of Admiral Warren were taken as much on account of that affair as on that of the alleged plundering of the Prince of Wales, and there ought, therefore, to be no difficulty, at least on our side, in terminating the present unsatisfactory state of international relations.

THE P. AND O. COMPANY.—A letter from an officer in Shanghai appears in the *Army and Navy Gazette*. The writer, after stating that many of the passengers with whom he travelled from England would have been better placed as second class passengers, recommends the company to establish a third class for servants "pure and simple," so that the second class might be available for clerks, &c. No Englishman (says the writer) of any education will voluntarily sit at table with menials, be

they ship's stewards or land servants; but make it possible for all to live with their equals, and you save the gentleman or lady of position much annoyance, and the over-humble young adventurer much unnecessary temptation. The season for the anomaly to which I have just alluded may be that, as a dollar here counts for a shilling at home—I mean in the usage of expenditure—and as the passages of *employees* are often paid by their engagers, people here are half ashamed to bring out young men second class. But the sooner such folly ceases the better for all parties. Allied to this is another source of small annoyance to well-bred passengers—the pursers mess in the first-class saloon. Though sometimes the contrary, they are generally clean, tidy young men, reminding one, in the best instance I have seen, of a smart cavalry corporal, minus drill and sufficiently frequent visits to the tonsorial artist. All of them seemed uneducated, and they often, I am told, thwart the captain of the ship in an underhand way. This brings me to the engineers; and when I have said that it is not quite an outrage to put such men at the same table with gentlemen and ladies, I have gone to the verge of veracity. Coals and water they know about; in the use of them, however, I am told they often act counter to the commander and true sailors of the ship (and the "P. and O." Company have many such gentlemen sailors). But they (the engineers) such as I have seen, are wholly innocent of all the conventionalisms of refined and educated humanity. Sometimes they are intemperate Scotchmen. Men of this and the desk clerk class do not perform their duties the better for being over-fed, over-liquored (as the Yankees would say), and underworked. Then the stewards are a very uppish class of men, and the quantity of things one may—as I did—lose on board these ships is intolerable. As a fair sample of presumption, yesterday, at the first hotel in Shanghai, a vulgar swell sat at the bottom of a table at dinner, many officers and gentlemen being in the room. The gentleman next me told me this man was the saloon steward of the "P. and O." ship he came out in. I think few will deny that the company should prevent their servants being nuisances to their passengers in this manner. The old question is one of "Who will bell the cat?" I have done it so far. *Verbum sapienti.*

THE PRIZES OF CONFEDERATE CRUISERS.—A QUESTION OF INTERNATIONAL LAW.—An application was made to the President of the Civil Tribunal, sitting in Chambers, for a judge's order under the following circumstances:—M.M. Marcuard and Co., bankers in Paris, recently advanced a sum of 225,000*fr.* on the probable proceeds of 74 bars of silver from the mines of Mexico, which they immediately sent to be assayed by M.M. d'Hennin, Lunel, and Co., of the Rue Rambuteau. Some days after they learned that an attachment had been laid on the bars at the instance of Messrs. Frederick Huth and Co., of London, and they now applied for an order to authorise the sale of the silver, notwithstanding the said attachment. Their counsel stated that the 74 bars had been consigned by Messrs. Fraser, Trenholme, and Co., of Liverpool, to his clients, who received them on the 22nd inst.; but Messrs. Huth and Co. claimed the silver as their property, since it had been regularly consigned to them from Mexico, and shipped at Mazatlan, on board the ship *B. F. Hoxie*, an American merchant vessel belonging to the Federal States, which was burnt at sea in May last by the Confederate steamer *Florida*, after being stripped of her cargo. The captain of the *Florida* sent these bars as lawful prize to the agents of the Confederate States at Liverpool, Messrs. Fraser, Trenholme, and Co., who forwarded them to M.M. Marcuard for sale. The learned counsel concluded with demanding an order authorising their sale, without awaiting the issue of the actions as to the right of ownership now pending before the English and French tribunals. The counsel for Messrs. Huth and Co. stated that the value of the silver was 525,000*fr.*, and that his clients did not oppose the immediate sale provided the proceeds were impounded till the right of ownership should be decided. The president accordingly issued an order for the sale of the silver, and directed that the proceeds should be invested in Treasury Bonds at six months till the question of ownership should be duly decided.

THE SMALLEST CRAFT THAT EVER CROSSED THE ATLANTIC.—In a letter to a contemporary Mr. Butterfield, the son of the Admiral of that name, writes:—"In reference to a paragraph that appeared yesterday, I beg to inform you that in the year 1828 I sailed from Portsmouth in his Majesty's cutter *Scrub*, 20 tons measurement, commanded by Mr. Hill, mate R.N. The late Captain Gore Lowe, R.N., then a midshipman, and myself were passengers. We arrived at St. John's, Newfoundland, in perfect safety, after a long passage, with only three days' fair wind. We left Plymouth in company of his Majesty's brig *Clinker*, of which we lost sight in a few days, and which arrived at St. John's twenty hours before us only. The *Scrub* took out sixteen men for the flag-ship, and had three months' provision and water on board."

M. DE LESSEPS AT CHAMBERY.—The Scientific Congress of Chambery (Savoie) held a sitting a few ago, at which Ferdinand de Lesseps, who was on his way to Egypt, *via* Turin and Trieste, was present by invitation. His entrance into the hall was the signal for a loud burst of applause. At the request of M. Roux, the President, M. de Lesseps addressed the meeting, and gave an account of the manner in which the works of the Suez Canal were going on, and the development which they had already acquired. He particularly alluded to the energetic support which the French Government had given to the undertaking, and to the attempts which, he affirms, were made by England to induce Turkey to oppose it. The President afterwards presented M. de Lesseps with a gold medal offered to him by the Provincial Institute as one of the men who had merited well of humanity for carrying on such a useful work.

CHINESE AND JAPANESE REPOSITORY.—The third number of the *Chinese and Japanese Repository*, under the efficient editorship of the Rev. J. Summers, has made its appearance. It furnishes a first instalment of the promised Chinese romance—*The Elfin Foxes*, in which supernatural ideas strangely intermix with Mundane occurrences. The philosophic and theological visions of *Hung-Siu-tshuen*, which illustrate the religious element in the Kwangsi insurrection are admirably rendered by the Rev. Theodore Hamburg; these give an insight into Chinese customs, as well as Chinese religious belief. An article which will excite wide attention is that on the *Application of the Roman Alphabet to the Languages and Dialects of China and Japan*, by the editor. Specimens are given showing its feasibility and practicability. The editor also gives us a capital Chinese ballad in English verse.

Continental Intelligence.

HOLLAND.

AMSTERDAM, SEPT. 6.

Some important financial papers have been printed and distributed by the Government to the members of the Second Chamber, amongst which the revenue and expenditure of the country for the year 1858, as finally made up and closed by the court of accounts. From this document it appears that the general receipts were as follows:—

Taxes	56,466,264 Fl.	69½ Cents.
Domains	1,191,353 ..	40½ ..
Post-office and Telegraph ..	1,978,229 ..	65½ ..
State Lottery	409,768 ..	50 ..
Sundries	1,758,372 ..	04½ ..
Contribution from the funds from sale of domains	1,000,000 ..	—
Do. from disposable surplus of the financial year 1857 ..	12,000,000 ..	—
Do. from the Colonial surplus ..	30,555,637 ..	28½ ..

Total	105,961,625 Fl.	58½ Cents.
The expenditure may be lumped as follows:—		
Interest on the National Debt ..	31,413,862 Fl.	87 Cents.
Amortisation of do. ..	14,433,423 ..	41 ..
Extraordinary expenses paid by virtue of special laws ..	496,889 ..	20 ..
Ordinary expenditure	38,374,009 ..	02½ ..
	84,718,184 Fl.	50½ Cents.

Showing an actual surplus of 20,643,441 fl. 08 cents, which has been disposed of as follows:—For the purchase and amortisation of National Debt, by virtue of the laws of 30th April, and 13th December, 1859, and 7th June, 1860, 12,951,387 fl. 30 cents; contribution towards cancelling Treasury Bills, 70,092 fl. 72 cents; additional expenditure for extra charges for the navy, 2,255,000 fl.; and extra expenses for the army, 5,356,961 fl. 06 cents.

By Royal decree of August 10, 1863, No. 91, the following is ordained:—"With reference to Art. 2, of Royal Decree of the 19th March, 1863, No. 71, stating that 'emigrants from India, China, the United States of America, the Azores, Madeira, the Canaries, and Cape Verde Islands, and other countries and places that may be hereafter named, that may be shipped by the Dutch Government to our colony of Surinam,' on the report of our minister for the colonies, dated 7th August, 1863, letter B, No. 26, we have approved the following ports of China as coming within the meaning of our said Royal Decree, viz., Canton, Foo-chow, Amoy, and Shanghai.

A detachment of colonial troops, under the command of Capt. H. Rietveld, of the East India engineers, returning to duty from leave of absence to this country, and accompanied by the second lieutenants of the E.I. infantry, F. Mugge, J. van den Broek, and C. H. Kobus, have left the depôt at Harderwyk to embark at Rotterdam on board the hired transport *Jacob*, Capt. J. Mulder Drenth for the East Indies, touching at St. George d'Elmina on the West Coast of Africa, to embark about a hundred negro recruits, engaged for service in Netherlands India, and to land fourteen Africans whose term of service has expired. Two officers go out in the same vessel to relieve two others at the head of the recruiting service on the coast of Africa.

H.N.M. screw corvette *Vesuvius*, of ten guns, recently returned from colonial service, has been refitted with great promptitude and despatched to the coast of Africa, where, according to accounts from the Governor of the Dutch settlement, Mr. Elias, some unpleasant difficulties have occurred between him and the neighbouring Governor of the British settlements on that coast, which require the presence of a ship of war to maintain the interests of the Dutch.

During the month of August the number of vessels that arrived in this country from the Far East was 32 (against 20 in July, and 40 in June). Of these 21 arrived at Amsterdam, and 11 at Rotterdam. Eleven brought cargoes for the Netherlands Trading Company, seventeen for the private trade, and four for both mixed. Twelve came from Batavia, eight from Sourabaya, seven from Banjoewangie, three from Padang, and two from Macassar. Among other produce these vessels landed 80,938 bags of coffee, and 41,819 kranjangs of sugar.

From the novel manner in which the Netherlands Trading Company have worded their promise not to offer any more East India coffee for sale before the month of February next,

it is generally supposed that an alteration in the system of their coffee sales is about to take place. Great complaints have been repeatedly made by the merchants of the very defective system now in operation, and especially of the inconvenience of having only two sales in the year, as well as the great disadvantages arising from the combination of the purchasing brokers, who well-nigh hold a monopoly, and regulate the prices of the sales to the detriment of the merchants. If an alteration is to be introduced at all, it is hoped that the number of sales will be increased, and instead of a spring and autumn sale, with an enormous quantity in each, that there will be one of lesser quantity every two months, as is the case with the company's sugar sales.

According to the *Arnheim Courant*, a well-informed journal, a fresh expedition to Boni is about to be organised, but to a different port from that to which the two last expeditions were sent.

The number of officers of the East India Army now in this country on leave of absence is fifty-seven, among whom are eleven medical officers of the third class.

Telegraphic intelligence has been received here from Batavia that two tenders have been made for the steamboat service in Netherlands India—one by the house of Dummmler and Co., in the name of Messrs. Paul van Vlissingen and Dudok van Heel, of Amsterdam, and the other by Mr. Robinson, for an English company. Both competitors made the lowest offers alternately for the different services. For all the lines together Mr. Robinson required a subsidy of 6 fl. 97 cents per mile, against 6 fl. 98 cents, the demand of Messrs. Dummmler and Co. The present contractor, Mr. W. Cores de Vries, does not appear to have sent in a tender.

It is mentioned as an unusual occurrence that, amongst a batch of soldiers arrived at Harderwyk from Java to receive their discharge, is a non-commissioned officer of the name of Verwoert, decorated with the cross of the third class of the Military Order of Willem, which he had received for signal courage displayed on various occasions during his service of seventeen years in the East.

At a meeting of the elective body of shareholders of the Netherlands Trading Company, Mr. F. van der Audeerde, whose period of service as commissioner has expired, was re-elected, and the two vacancies of substitute commissioners were filled up by the election of Mr. Jozua van Elk and Mr. J. B. Beuker.

Captain G. Fabius, commanding H.N.M. steam frigate *Zeeland*, is relieved of his command and placed on half-pay, the ship being paid off. It is stated in naval circles that this officer will shortly go out as commander-in-chief of the naval forces in Netherlands India to relieve Vice-Admiral May in the command of that station.

Lieut. W. C. de Jongh, of the Home Artillery, provisionally attached to the same branch in Netherlands India, is definitely transferred to the latter service, retaining his rank and seniority.

A letter from Nieuwe Deep states that H.N.M. steam corvette *Princess Amalia*, of nineteen guns, will be brought down there from the navy yard in this city to be fitted out for service in Netherlands India. She will be commissioned on the 1st of October, but it is not yet settled what officer will be appointed to the command.

PERSONAL.—Rear-Admiral A. A. de Vries has been relieved of his duties as Director of the Navy Yard and Commandant of the Guardship at Helvoetsluis, and is succeeded by Captain P. A. Matthysen, R.N.

Mr. D. de Graeff van Poelsbroek, hitherto Dutch Consul at Yokohama, is promoted to be Consul-General and Political Agent of the Netherlands in Japan.

Messrs. W. J. Osterhoff, D. ten Bosch, W. F. Berghuis van Woortman, J. Adriana, A. de Graag, F. J. Cornelissen, F. S. de Clercq, K. J. van der Veen, J. B. Heesen, H. van den Broeck, A. F. Heyl, and G. Sinia, have been appointed medical officers for the third class of the army in India.

Dr. C. A. Bergsma, of the E. I. Civil Service, attached to the Geographical Department in India, and Mr. H. D. Levyssehn Norman, Referendary of the Supreme Government in N. India, have been elected foreign members of the Utrecht Provincial Society of Arts and Sciences.

Mr. J. M. Jacobson, of Samarang, has been recognised as Consul of the Kingdom of Wurtemberg for Java, Sumatra, and Macassar.

The Assistant-Resident of Siak, Mr. J. A. Arnold, has received the Royal permission to retire from the service with claim to a pension.

Mr. S. Locker de Bruyne, of the E.I. Civil Service, is appointed Assistant-Resident of Siak, *vice* Arnold resigned.

Mr. A. H. Swaving has been appointed Assistant-Resident of the Eastern District of Sanjajai in Celebes.

Lieut. Timmerman Thyssen, of the East India Artillery, and Lieut. W. F. Schenck, of the same service, have received orders to repair to Java, and go out this month by the French mail steamer.

COMMERCIAL.

COFFEE.—Since last mail the market continues in a favourable position, and there is an increased demand for yellow and bright yellow descriptions in some instances at a slight advance in the prices. Among the sales are 2,200 bags of Padang per *Hjalmar* and 1,870 bags of Macassar ex *Elisabeth Jacoba*, as well as 1,000 bags of yellow Padang at from 48½ to 53 cents, and 7,075 bags of bright do. at 46½ to 48 cents. The market closes firm, and prices looking up.

TEA.—The sale mentioned in last report went off with spirit, all being sold as follows:—616 quarter chests of Congou, that marked Blohn fetched 85 to 98 cents, JM 70 to 71, TS 122 to 125, and WP 81 cents; the 53 packages of Japan realised 125, being rather less than the valuations of the brokers.

The Netherlands Trading Company have announced the following teas for the sale on the 1st of October:—15,566 packages in warehouse in this city and 5,725 do. at Rotterdam; together 21,291 packages of Java tea. The announcement has had no influence on the market, which continues firm.

SUGAR.—For the raw article there was a poor demand, and the few sales effected realised 1½ below last sale's prices. At this figure 708 Kranjans of Probolinggo No. 10 to 11, ex *Eva Johanna* were disposed of. The company have advertised 31,000 Kranj. of Java for public sale on the 17th inst. In Refined no alteration in values.

RICE.—Two cargoes of Arracan and Rangoon cleaned found purchasers at secret prices. Clean grain calm in the absence of orders to buy.

SPICES.—Some sales of Nutmegs No. 2 and Cloves have been effected at an advance of 2 to 3 cents on the company's late sale prices. Cinnamon in demand and 10 cents higher, No. 3 fetching 103 cents.

TOBACCO.—The dealings have been limited in the face of two sales advertised, one for the 8th inst. in this city, and the other for the 10th at Rotterdam. The former will contain 5,276 bales of Java, and the latter 5,232 do., by which the stocks will be pretty well cleared off, as the total is only 10,887 bales.

HIDES meet an easy sale; 3,326 Java Ox and 993 Buffalo were sold by tender.

TIN.—The opinion for this article is rather better than by last mail, and Banca is not to be had under 74½, though at that figure no sales are reported.

CAMPHOR is in great favour, especially Japan.

RATTANS rule firm with an easy sale. 2,121 bundles ex *Hjalmar* and 3,400 do. ex *Harald* were disposed of at full prices.

DRUGS.—At a public sale held here on the 1st inst. 166 bags (95 piculs) of E. I. India Rubber were sold at 89½ to 92½, and 86 bags (44 piculs) of cubebs (part damaged) 40½ to 41 cents.

SALES OF SHIPS IN HOLLAND.

At Amsterdam, schooner brig Livorno Packet, 150 tons ..	9,000 fl.
" schooner Elisabeth, 135 tons ..	7,990 fl.
" barque Koning Willem III. ..	4,500 fl.
" brig Henrietta Louisa ..	15,100 fl.
" schooner brig Concordia (built 1861) ..	30,500 fl.
Rotterdam, barque Vrede, 469 tons ..	30,000 fl.
" do. Commerce de Middelburg, 768 tons ..	45,100 fl.

FRANCE.

THE POSITION IN JAPAN.

The *Moniteur* publishes a letter from Yedo, dated July 5, which states that notwithstanding the decree of expulsion against the foreigners, their position in Japan was relatively better than formerly. Admiral Juarez had divided the defence of Yokohama with Admiral Kuper, and it had been arranged that if it became necessary to fortify the place, the French and English artillery should co-operate with that object. On the 1st July an envoy from the Tycoon waited upon the French minister, and requested that some ships of war might be placed at the service of the Japanese Government for the transport of troops to Kioto. This request could not be complied with, and it was arranged that merchant vessels should be employed. On the following day the envoy had another interview, and the representatives of France and England proposed that the Tycoon should open the port of Hiogo and the town of Osacca as evidence of the goodwill by which he declared himself to be animated, and as the only means of mitigating the serious consequences which the expulsion decree would occasion in Europe. The reply of the envoy was evasive. The correspondent of the *Moniteur* says that the position of affairs was tranquil, and that foreigners had no intention of leaving their establishments. He states, in conclusion, that Admiral Juarez had been reinforced by two French vessels, and that Colonel Neale had written to China for reinforcements.

A pamphlet, entitled "France, Mexico, and the Confederate States," and supposed to be from an official source, has made a great sensation. It shows the advantages to France of a recognition of the South.

The privateer *Florida*, sailing under the Confederate flag, has entered Brest to repair damages. Her commander will not be allowed to make purchases tending to recruit her armament of war.

The *Pays* believes that the acceptance of the Mexican throne by the Archduke Maximilian no longer admits of doubt.

The Scientific Congress, at its sitting at Chamberry, presented a medal of honour to M. Lesseps, of Suez celebrity.

The conditions brought by Nubar Pacha from Constantinople relative to the Suez Canal are said to be almost unacceptable. We believe our-

selves able to state that M. Drouyn de Lhuys demands the strict execution of the programme agreed upon between the late Viceroy of Egypt and the Suez Canal Company.

During the last week the French nobility has lost four ladies of the highest rank, and whose families belong to the oldest of the great aristocracy—1. La Marquise de Mortemarte, nee Anne de Montmorency; 2. La Comtesse de Bethune, nee Flaminie Doria; 3. La Comtesse de Moray; and 4. La Marquise de Grammont (non Gramont), daughter of the Duc de Crillon, the last of the French descendants of the noble friend of Henri IV. It must be borne in mind that the Gramonts are altogether a different family from the Gramonts to which the Duc de Guiche and the Duc de Caderousse belong, although they are often indiscriminately written, pronounced, and generally confounded. It is generally believed that the Montmorencies descended from the first Christian baron are extinct; but there are two ladies who still represent the elder branch—La Comtesse de la Chatre and La Marquise de Biencourt. The branch of Montmorency Luxembourg still exists in the person of the duchess who bears the latter title.

HAMBURG.

From the official tables just published by the Board of Commercial Statistics of the trade of the city last year, the imports direct from China are described as follows:—

Article.	Quantit.	Value in marks Banco.
Tea ..	10,000 chests, 28 packages	6,627 centners 742,510
Cassia Lignea 18,130 ..	740 bales	11,139 " 629,610
Oil of Star Anis. 700 ..	chests	405 " 169,940
Camphor, raw 158 casks 900 chests		1,071 " 150,250
Sugar ..	24,133 bags	7,772 " 112,670
Oil of Cassia 116 chests		66 " 41,410
Natural curiosities 80 chests, 50 packages		" 29,520
Passengers' effects 138 ..	6 "	" 27,220
Cassia flores 128 ..	"	146 " 22,860
Galls ..	464	537 " 21,660
Requisites for matches 2,040 chests, 175 pkgs.		" 16,150
Porcelaine 179 chests		" 10,360
Silk manufactures 24 chests, 4 bales		" 10,280
Star-anis. 100 chests		116 " 7,500
Canes for walking sticks, 96,000 pieces		" 7,410
Mats 314 packages		" 6,900
Preserved Ginger 341 chests, 7 packages		107 " 6,280
Rhubarb 18 chests		21 " 4,250
Tobacco 68 packages		05 " 2,310
Vermilion 20 chests		11 " 2,160
Paper 16 chests		" 1,300
Cigars 17 chests		25,000 1,120
Grass-linen 2 packages		" 440
Other articles		" 28,950

Total value—marks Banco .. 2,053,150

The value of the imports from the different ports of the East is thus given:—

From China.	Marks Banco
" the Philippine Islands ..	322,150
" the Sandwich Islands ..	167,180
" the Navigator's Islands ..	34,240
" British India ..	2,051,770
" Singapore ..	452,240
" Netherlands India ..	872,890
" Siam ..	123,700

The vessels that sailed from Hamburg to the Far East in 1862, were as follows:—

To China ..	30 ships.	9,582 tons.
" Philippine Islands ..	2 "	789 "
" Netherlands India ..	3 "	903 "
" Siam ..	2 "	891 "
" British India ..	12 "	5,130 "
" Sandwich Islands ..	1 "	372 "
" Navigator's Islands ..	2 "	276 "
" Russian Asia ..	1 "	339 "

DENMARK.

The Danish merchant service, which has considerably increased within the last few years, consisted in 1860 of 5,653 vessels, gauging 246,340 tons. Of those 716, or 13 per cent., were of 100 tons and above; 1,290, or 23 per cent., of from 50 to 100 tons; and 3,647, or 64 per cent., of 30 tons and under; 336 vessels—together measuring 41,482 tons—belonging to Copenhagen, and of these 176, or 52 per cent. were of 100 tons and upwards; 91, or 27 per cent., of from 50 to 100 tons; and 69, or 21 per cent., of 30 tons and under. The steamers were 56 in number, measuring 3,172 tons, with engines of 3,737-horse power. Of the total service, the shipping of the Duchy of Holstein measured only 45,822 tons, whilst more than 200,578 tons belonged to the kingdom, properly speaking, and to Schleswig, the latter possessing 61,524 tons. The entry to the port of Elsinore having been proved to be impracticable for large steam-vessels, a meeting of the consular body, under the presidency of the Consul of France, lately took place, to obtain a remedy for that hindrance to commerce. The proceedings were favourably received, and the Danish Minister of the Interior has taken measures which give reason to hope that the port will be rendered accessible to any vessels in all weathers.

A telegraphic despatch from Copenhagen states that England has protested against the blockade of the Hanse Towns in the event of the German Diet proceeding to "Federal execution" in Holstein.

The note from Denmark to the Diet declares that the Copenhagen Cabinet is ready to take into consideration the proposals of the Confederation with respect to Schleswig, and to comply with them so far as they do not trench upon the sovereign rights of the King. But it will go no further, and a Federal execution, which is threatened, will be held to be not an act within the Confederation, but one to be dealt with under the provisions of international law—an act of war, in short.

NOTICES TO CORRESPONDENTS.

No notice can be taken of anonymous correspondence. Whatever is intended for insertion must be authenticated by the name and address of the writer, not necessarily for publication, but as a guarantee of good faith.

A REGISTER is kept of the addresses of all persons connected with the FAR EAST, and reference can be made to the same by personal application at the office or by letter.

The London & China Telegraph.

LONDON, MONDAY, SEPT. 14, 1863.

THE POSITION IN JAPAN.

THE enforcement of our claims on the Japanese Government is bringing more and more into relief the complex political autonomy of that strange and isolated empire. The Spiritual and Temporal EMPERORS continue to play different parts, and at the very time our demands are being acceded to, suffer, if they do not actually direct, the flags of three foreign nations to be insulted. The centre of power is for all practical purposes a point continually shifting; however, it is to the TYCOON we went, and from the TYCOON we have obtained a certain measure of redress, including an agreement as to the form of an apology to be tendered, the grace of which is abundantly qualified by the arbitrary decree emanating from the MIKADO or the TYCOON, or both, for the expulsion of foreigners. As to the money indemnity, it is to be regretted that we should have allowed the Japanese so far to play their own game as to allow native officers to charter steamers to proceed to Osaka, the great commercial emporium of the empire, where they will not fail to represent these steamers as having been purchased with the indemnity money. Misrepresentation in deeds and words is the very element in which Japanese officials live and move and have their being. The firing on an American steamer, a French despatch vessel, and a Dutch war steamer was evidently designed, not simply for a short demonstration, but to impress us and other foreigners with the belief that, notwithstanding our demands had been acceded to by the TYCOON'S Government, that Government is powerless to control the inherent hostility of Princes and people; that whatever the redress obtained directly from the TYCOON, and however ample the terms of his apology, there is no security to foreign residents against the recurrence of outrages similar to that for which we presented our ultimatum. It is satisfactory that the foreign residents of Yokohama will be able to hold their ground. Although a position at Yedo and Kanagawa is untenable, this holding one spot of *terra firma*, despite a decree of expulsion, will not fail to have its due effect on Japanese officials, who are likely to have the opportunity of learning the stubbornness and tenacity with which Englishmen hold their own. In addition to the punishment of the murderers of Mr. RICHARDSON, we have yet to get satisfaction for the high-handed act of destroying the Legation building at Goten-yama, in the vicinity of the capital, and at the very moment when the satellites of the TYCOON are representing to the Japanese people how finely they have out-manœuvred foreigners, they are destined to hear destructive salutes from the cannon's mouth of at least one American man-of-war, the commander of which is not likely to wait instructions from Government before enforcing satisfaction. No Yankee will put up with Japanese diplomacy; and any number of the two pillared Mexican dollars is little likely to allay the wrath of the Federal commander. Notwithstanding all the intrigue, official insolence, prevarication, and lying we have had to face, it is evident we are in a fair way to make good the present occasion to secure the long-deferred opening of the port of Osaka. The Japanese people themselves are far from being averse to trade; the oppressive municipal regulations which have interfered with the intercourse of the common orders to the port already opened, were prompted and enforced by officials whom it is their business to dread and obey. When our merchant vessels ride in view of the vast population inhabiting that gigantic village, an effectual answer will be given to the representations by which the people have been bamboozled into the belief that our stay was temporary, and that Japan was to be left to supply her wants from her own resources. The execution of the full terms of the last treaty should never have been delayed. With all the local disadvantages of Yokohama—a low beach, surrounded by a swamp, our trade has rapidly increased, the liberal policy and dealings of our merchants having obtained for them a preference over the Dutch, whose trade in Japanese waters appears to

be far from flourishing. The geographical position that has heretofore favoured Japanese isolation will, when present barriers to commerce are removed, lead to a rapid development of our trade in those waters.

THE SCOURGE OF THE FLOWERY LAND.

THE early history of all our Eastern settlements has been marked with virulent epidemics, for which experience has ultimately suggested remedial agencies, sufficient at least to keep their visitations within ordinary bounds. Our Chinese settlements have proved no exception; the epidemics that sweep over the densely-populated northern regions touch from time to time, as with expanded wings, close upon our own communities, and but for the confidence that medical skill and individual care will yet be able to avert these epidemics, the prospects of foreign residents would be far from hopeful. In our last issue we gave an extract from the *North China Herald*, advertising to the unhealthy character of the climate, an article occasioned by a pamphlet on the means of preserving health in China generally, and Shanghai particularly, by Dr. HENDERSON, of the Chinese hospital. It is evident, from the remarks on the work made by the *Friend of China*, that it has been welcomed as a contribution to the science of hygiene. The doctor recommends what doctors recommend everywhere—exercise, baths, and careful regard to diet. Let the frame be once weakened, and the insidious enemy will be sure to find ready entrance. For all this, the work, coming as it does as a monition to foreign residents, and embodying the result of local observation and long experience, cannot fail to prove valuable. The art of prevention is apparently so obvious that its very simplicity would seem to encourage disregard to its requirements. The *Friend of China*, in its critique, remarks:—

"Dr. Henderson does not dwell sufficiently, we think, on the necessity for regularity and plentifulness of sleep. Dietary, drink, clothing, bathing, all are as nought in comparison with the influence of repose. In a note at page 74, Dr. Henderson refers to the great mortality among the troops at Hong Kong in the years 1842-43, the deaths being after the rate of from 199 to 220 per thousand. Many were the theories propounded at the time to account for that mortality; but the great cause of all was almost altogether overlooked. Connected with the department of public works at the time, we made many inquiries of the soldiers themselves as to what they thought was the cause of their ailment. The general answer was this—'Those barrack-rooms are too close to sleep in. We toss about, rise, bathed in perspiration, fling ourselves on the cold tiles of the verandah, sleep, and awake in the early morn chilled; we complain to the doctor; he gives us quinine, but stops our rum, and there is no medical comfort in its place.' And so it was that, with fever, induced by the desire to get sleep, the medical men, instead of increasing, abridged the allowance of customary stimulant; upon that the men sickened, and died like rotten sheep!"

The comments made by FLORENCE NIGHTINGALE on the army sanitary reports, submitted to her by the Government previous to their publication, and which are now published as an appendix to those reports, fully confirm this view. If more than an English allowance of rest and repose be necessary in the China climate, residents there should at once seek to curb that too feverish anxiety which the urgent pursuit of wealth, aided by the heat and general insalubrity of the climate, is apt to engender. As to the theory that the atmosphere of China has been vitiated—that the air has permanently lost a portion of its vitality from the dense population with which China is thronged—we give little weight to it. Although China is indeed of the "earth, earthy," a vast graveyard over which 400,000,000 pairs of lungs are incessantly at work, with "densely-packed dwellings" superadded, the atmosphere has doubtless its own means of recovering the oxygen thus absorbed, and those long-standing conditions of the atmosphere in which the thermometer ranges from 85 to 95, as at Shanghai from the 1st to the 14th of July last, must only be regarded as a periodic visitation of a wholly exceptional character so that the recurring visitations of such symptoms as cholera and dysentery, especially prevalent at a season when the atmosphere is unduly charged with electricity, may be anticipated and duly provided against. We need not go further than the fact that in Shanghai and its suburbs, owing to the liability of the soil to flooding, the graves are liable to be opened, and the dead exposed, without any miraculous intervention. The Oxford Mission party has found that putrefaction from animal and vegetable remains will engender an epidemic even on the cool table lands of Africa; and under present conditions the occurrence of cholera, with its awfully sudden deaths, in the foreign settlements of Shanghai, is certainly no wonder. Amidst British residents, we have to deplore the loss of Mr. HENRY TUDOR DAVIES and Mr. ARNOLD, both Commissioners of Chinese

Customs. It remains with the municipality of the English settlement at Shanghai to concert with the Chinese officials measures for enforcing those sanitary measures which it is now discovered will have the effect of averting the proximate causes of these visitations. In our opinion, the great influx of Chinese into the settlement has also had its influence on this result—far more, indeed, than landlords would be willing to admit.

ARRIVAL OF THE ANNAMITE AMBASSADORS IN FRANCE.

In our issue of the 28th ult. we announced the arrival of the long-heralded Annamite Ambassadors at Suez, en route for France. By telegram we now learn of their subsequent arrival at Toulon, and of their disembarkation and official reception by the authorities of that port. It is hardly to be supposed that the Embassy comprehends anything of its special mission beyond the business of delivering presents as a means of propitiating the favour of a powerful Emperor. The whole ceremony of presentation, with all the barbaric pomp with which it will be spiced, will prove in reality a hollow mockery—a vain and inglorious show—the extortion of forms of respect from those who cannot feel it, the acceptance of presents prepared in the hope of mitigating a wrath that was feigned, and awaiting plans of further territorial conquest which are only for the moment in abeyance. The treaty concluded by the EMPEROR with the Annamite Sovereign was but the embodiment of his own Imperial behest. For the Far East he acts with all the absoluteness of an Asiatic prince, in that arbitrary style which a semi-barbaric race can so well appreciate, and as an Asiatic prince he will be treated. The poor fools who have travelled sea and land to perform their obeisances are not to be laughed at; the visit is designed to strike everyone as a splendid diplomatic achievement, seeing that the cannon's mouth alone has secured to France a position in the China seas; it will serve, moreover, to tinge with Oriental romance more than one page of the history of France—a history already embalming so many splendid myths. For the rest, these Annamites cannot fail to be largely entertaining at a court that has always delighted in theatrical scenes. Self-glorification is dear to Frenchmen, and here is the provided material to fan it into a flame.

THE TELEGRAPH TO INDIA.

THE *Kirkham* has left with an instalment of about 187 miles of cable for the Persian Gulf line. The *Tweed*, *Assaye*, *Cospatrick*, and steamer *Charente* will shortly follow.

THE TRANSFER OF THE STRAITS SETTLEMENTS.

We are happy to announce that the negotiations for the transfer of the Straits Settlements have nearly terminated. The last stumbling-block is the amount expended on the fortifications at Singapore, ordered by the Indian Government. The sum is, we believe, £20,000, and it is expected that this will be allowed by Sir CHARLES WOOD.

REINFORCEMENTS FOR CHINA AND JAPAN.

We understand that orders have been sent to India to send on to China the 2nd Battalion of the 20th or 21st Regiment, which left this country lately for India.

It is rumoured that Rear-Admiral Sir JAMES HOPE, late Commander-in-Chief of the China station, will be appointed to the West India command.

LAUNCH OF TWO P. AND O. STEAMERS, &c.

On the 29th inst. the Thames Iron Ship-building Company launched the screw-steamer *Golconda*, of 2,000 tons, and 400-horse power. The ceremony of christening was performed by Miss Allan, daughter of one of the managing directors. On the same day the *Buroda*, of similar size, was launched from the yard of Messrs. Mare and Co.

In addition to the vessels mentioned in our last, as specially intended for the China trade, we have to record the launch of the *Young Lochinvar*, from the yard of Messrs. Steele and Co., on the Clyde. This vessel is owned by Messrs. McDiarmid and Greenshields, of Liverpool. The following are the dimensions and tonnage:—length of keel and fore-rake, 183 feet; breadth of beam, 31 feet; depth of hold, 19 feet 9 inches; tonnage (builders' measurement), 824. Her lower and topmasts and lower and topsail-yards are of steel. The latter are fitted with Cunningham's patent reefing apparatus, and the ship is provided with every other modern improvement

adapted to the trade between England and China. She will be commanded by Captain Robert Glass, jun., son of Robert Glass, Esq., of Liverpool.

ALLIANCE WITH RUSSIA.

(New York Herald)

According to the rumours afloat in Washington, and which do not lack an air of great probability, a sort of convention has been agreed upon between Clay and Gortschakoff, to the effect that in the event of the Western Powers declaring war against Russia, the United States would lose no time in declaring war against France and England—against the former for its invasion of Mexico, against the latter for its piratical alliance with the Confederate States.

We assume that, so far as Russia is concerned, such a proposition could not fail to meet with the highest favour. This is the second time within the reign of the present Czar that he has found England and France arrayed in hostility to his empire, and an alliance that will enable him to make front against these hostile Powers cannot but be acceptable. France is now, as she was in 1854, the head of the European coalition formed against Russia. England now, as then, is forced to follow in the wake of France, through a well-grounded fear of her great rival and neighbour. To humiliate them, instead of submitting to humiliation from them, is the most natural desire of the Czar's heart; and what more promising mode of gratifying it than by entering into a treaty offensive and defensive with the United States? Such a treaty would apply neither to the Polish struggle against Russia, nor to the rebel movement here, but would simply be an alliance between Russia and the United States against France and England.

MR. SEWARD TO THE CONSULS IN EUROPE.

Mr. Seward has addressed a circular, dated Washington, Aug. 12, addressed to the United States consuls in Europe, on the progress of the late campaigns and the present position of the opposing armies. He refers back to his circular of 14th April, 1862, written to correct the prejudice then existing, as it does now, in England and France, that the efforts to preserve the Union could not be successful. This prejudice, he says, has caused the premature decrees of England and France recognising the insurgents as belligerents, and still constitutes the basis of all that is designedly or undesignedly injurious to his country in the policy of foreign nations:—

"The insurgents have been enabled to protract their resistance by means of the sympathy and aid they have received from abroad, and the expectation of further and more effective foreign assistance is now their chief resource. A new effort, therefore, to correct that prejudice is demanded, equally by a prudent concern for our foreign relations, and by the paramount interests of peace and humanity at home."

Mr. Seward admits that in August, 1862, the Union armies in Virginia sustained severe and appalling reverses, but they resulted in the re-union with that army of the army from the peninsula below Richmond. The invasion of Maryland was accordingly checked by the battle of Sharpsburg, which was well sustained on both sides—the numbers being nearly equal:—

"The arrogant assumption of superior valour and heroism which the insurgents had brought into the contest, and had cherished throughout its early stages, perished on that sanguinary field. The insurgent army, shattered in the conflict, abandoned the invasion of Maryland, and sought refuge and opportunity to recover its wasted strength in Virginia behind its accustomed barrier, the Potomac."

While this was going on in Maryland, Bragg was menacing Louisville and Cincinnati, but had to retreat with severe losses after the obstinate and bloody battle of Perryville. Van Dorn and Price, in Mississippi and Alabama, intending to invade Western Tennessee and Kentucky, were defeated before even reaching these places by Rosecrans, at Corinth:—

"General Rosecrans, called to succeed General Buell in command of the army of the Cumberland, then entered Nashville, which the insurgents had before invested in carrying out their general scheme of invasion. He raised the siege and prepared for offensive action. In the last days of the year he issued from Nashville, and delivered a sanguinary battle at Stone River, which gave him possession of Murfreesborough; Bragg retreated to Shelbyville and Tullahoma, and there again rested and entrenched. A long period of needed rest was now employed by the respective parties in increasing the strength and efficiency of their armies; but this repose was broken by frequent skirmishes and by cavalry expeditions, which penetrated hostile regions sometimes hundreds of miles, and effected breaches of military connections and a destruction of military stores upon an extensive scale, while they kept up the spirit of the troops, and hardened them for more general and severe conflicts."

Mr. Seward next describes the campaign which ended in the capture of Vicksburg, which capture, he says, was as remarkable as the famous one made by Napoleon at Ulm.

Mr. Seward then describes the campaign in Virginia, from the battle of Sharpsburg to Lee's last retreat across the Potomac. Of the battle of Fredericksburg he says, "General Burnside's assault upon Lee's well-fortified position failed. He skillfully recrossed the river without loss." Of the battle of Chancellorsville—

"General Hooker crossed the Rappahannock, and accepted a battle, which proved equally sanguinary to both parties, and unsuccessful to the army of the Potomac. The heights of Fredericksburg were captured by General Sedgewick's corps, but the whole army was compelled to return to the north bank of the river."

Of the battle of Gettysburg and Lee's subsequent retreat:—

"The two armies met at Gettysburg, in Pennsylvania, and after a fierce contest of three days' duration, and terrible slaughter on both sides, the insurgents recoiled from the position held by General Meade, who had then been only four days in command of the army of the Potomac. On the 4th of July, the day of the surrender of Vicksburg, Lee retreated, passing through Chambersburg and Hagerstown to Williamsport, where the proper disposition to attack him was made by General Meade. Deceived concerning the state of the river, supposed to be unfordable, General Meade, hourly expecting reinforcements, delayed the attack a day too long, and the insurgents, partly by fording and partly by floating bridges, succeeded in withdrawing across the river by night, with their artillery and a great part of their baggage. Much of this baggage, as well as of the plunder which Lee had collected, was destroyed by cavalry, or thrown out of the waggons to make room for the wounded whom Lee carried off from the battle-field. He had buried most of his dead of the first day's conflict at Gettysburg. The remainder, together with those who fell on the second and third days of the battle, in all 4,500, were buried by the victorious army. Many thousand insurgents, wounded and captives, fell into the hands of General Meade. It is not doubted that this second unsuccessful invasion cost the insurgents 40,000 men. Our own loss was severe, for the strife was obstinate and deadly. General Meade crossed the Potomac. Lee retired again to Gordonsville, where he is now understood to be in front of our forces."

Mr. Seward then refers to Rosecranz's advance towards Chattanooga, and the cavalry expeditions of General Stoneman and Colonel Grierson, concluding his review of the campaign by an account of the capture of Morgan. He then sums up as follows:—

"This review of the campaign shows that no great progress has been made by our arms in the East. The opposing forces there have been too equally matched to allow great advantages to accrue to either party; while the necessity of covering the national capital in all contingencies has constantly restrained our generals, and forbidden such bold and dangerous movements as usually conduct to brilliant military success. In the West, however, the results have been more gratifying. 50,000 square miles have been reclaimed from the possession of the insurgents. On referring to the annexed map it will be seen that since the breaking out of the insurrection the Government has extended its former sway over and through a region of 200,000 square miles, an area as large as Austria or France, or the peninsula of Spain and Portugal. The insurgents lost in the various field and siege operations of the month of July which I have described one-third of their whole forces."

"Jefferson Davis, the leader of the sedition, has since proclaimed a levy of all the able-bodied men within his military lines. This, if carried into effect, will exhaust the whole material of which soldiers can be made. The insurgents estimate the total number of conscripts thus to be gained at from 70,000 to 95,000. Our armies now confront the insurgents at all points with superior numbers. A draft for 30,000 more is in progress to replace those whose term of service have expired, and to fill up the wasted ranks of our veteran regiments; and the people, just so fast as the evidence of the necessity for that measure is received and digested, submit with cheerfulness to the ascertained demands. Our armies everywhere are well equipped, abundantly fed, and supplied with all the means of transportation. The soldiers of two years' service bear themselves as veterans, and show great steadiness in every conflict. The men, accustomed to the camp, and hardened by exercise and experience, make marches which would have been impossible in the beginning of the contest. The nation is becoming familiar with arms, and easily takes on the habits of war. Large voluntary enlistments continually augment our military force. All supplies are abundantly and cheaply purchased within our lines. The country shows no sign of exhaustion of money, material, or men. A requisition for 6,200 remount horses was filled, and the animals despatched from Washington, all in four days. Our loan is purchased at par by our own citizens, at the average rate of 1,200,000 dols. daily. Gold sells in our market at 123 to 128, while in the insurrectionary region it commands 1,200 per cent. premium."

"Every insurgent port is either blockaded, besieged, or occupied by the national forces. The field of the projected Confederacy is divided by the Mississippi. All the fortifications on its banks are in our hands, and its flood is patrolled by the Federal fleet."

"Missouri, Kentucky, Delaware, Maryland—all slave States—support the Federal Government. Missouri has already in convention ordained the gradual abolition of slavery, to take effect at the expiration of seven years. Four-fifths of Tennessee, two-thirds of Virginia, the coasts and sounds of North Carolina, half of Mississippi, and half of Louisiana, with all their large cities, part of Alabama, and the whole sea coast of Georgia and South Carolina, and no inconsiderable part of the coast of Florida are held by the United States. The insurgents, with the slaves, whom they yet hold in defiance of the President's proclamation, are now crowded into the central and southern portions of Virginia, North Carolina, South Carolina, Georgia, and Alabama, while the pioneer slave-holding insurgents beyond the Mississippi are cut off from the main force. On the other hand, although it is less than six months since the laws or customs of the United States would allow a man of African descent to bear arms in defence of his country, there are now in the field 22,000 regularly enlisted, armed, and equipped soldiers of that class, while fifty regiments of 1,000 each are in process of organisation, and 62,800 persons of the same class are employed as teamsters, labourers and camp followers. These facts show that, as the insurrection continues, the unfortunate servile population, which was at the beginning an element of its strength, is being transferred to the support of the Union."

In conclusion the consuls are directed to "use the facts presented in this paper in such a way as may be most effective to convince those who seek a renewal of commercial prosperity through the restoration of peace in America, that the quickest

and shortest way to gain that desired end is to withdraw support and favour from the insurgents, and to leave the adjustment of our domestic controversies exclusively with the people of the United States."

THE AMERICAN FOREIGN ENLISTMENT ACT.

The Supreme Court of the United States was called upon in 1822 to consider the application of the Act of Congress of 1794 to the case of a vessel, which had been fitted out and armed by some merchants of the port of Baltimore in 1817, and sent by them to Buenos Ayres for sale, where she had been purchased by the *de facto* Government of Buenos Ayres, at the time engaged in war against Spain.

"It is apparent," said Mr. Justice Story, in delivering the judgment of the Supreme Court—

"That although equipped as a vessel of war, she was sent to Buenos Ayres on a commercial adventure, contraband indeed, but in no shape violating our laws or our national neutrality. If captured by a Spanish ship of war during the voyage, she would have been justly condemned as a good prize for being engaged in a traffic punishable by the law of nations. But there is nothing in our laws, or in the law of nations, which forbids our citizens from sending armed vessels, as well as munitions of war, to foreign ports for sale."—7 Wheaton Reports, p. 283.

A later judgment of the same Supreme Court in 1832 in the case of a vessel called the *Bolicar*, otherwise *Las Damas Argentinas*, is still more conclusive. That vessel had been fitted out and equipped at Baltimore by the defendant, John D. Quincy, and sailed from that port to the island of St. Thomas, in the West Indies, the owner and equipper, as he averred, intending when he left Baltimore to go in search of funds, with which to arm her and prepare her for a cruise as a privateer. Mr. Justice Thomson, in delivering the opinion of the Supreme Court, to the effect that the jury ought to be instructed that the defendant was not guilty, if it should be of opinion that this averment was proved, said:—

"The offence consists principally in the intention with which the preparations are made. These preparations, according to the very terms of the Act, must be made within the limits of the United States; and it is equally necessary that the intention with respect to the employment of the vessel should be formed before she leaves the United States. And this must be a fixed intention, not conditional or contingent, depending upon some future arrangements. This intention is a question belonging exclusively to the jury to decide. It is the material point of which the legality or criminality of the act must turn; and decides whether the adventure is of a commercial or warlike character. The law does not prohibit armed vessels belonging to citizens of the United States from sailing out of our ports; it only requires the owners to give security (as was done in the present case) that such vessels shall not be employed by them to commit hostilities against foreign Powers at peace with the United States. The collectors are not authorised to detain vessels, although manifestly built for warlike purposes, and about to depart from the United States, unless circumstances shall render it probable that such vessels are intended to be employed by the owners to commit hostilities against some foreign Power at peace with the United States."

"All the latitude therefore necessary for commercial purposes is given to our citizens, and they are restrained only from such acts as are calculated to involve the country in war."

The *Times* on this subject says:—

"Even the Foreign Enlistment Act of the Americans themselves was not designed to forbid the sale of vessels of war by American citizens to a belligerent State. The old principle of the international law on the question pervades and characterises the municipal law of the present time. The citizens of a neutral State may deal in war ships precisely as they may deal in munitions of war—that is to say, in the way of pure and genuine commercial adventure. So long as the transaction is one of bargain and sale only, involving no participation in the war on the part of the vendor, and no preference to one belligerent over the other, the trade is lawful. A shipbuilder might send a vessel of war actually 'equipped' to a belligerent port for sale, and the adventure would only be contraband, and not unlawful. A vessel manifestly built for warlike purposes might be taken out to sea by Americans from an American port without any violation of American law, provided only that there was no design on the part of the owners themselves to engage in hostilities. They must not fight the vessel, but they may sell it to those who will. In short, to make a practical application of the doctrine thus laid down, the Americans might have built for the Russians during the Crimean War as many line-of-battle ships as they pleased, on condition only that they built them simply for sale as articles of trade, and did not refuse to execute orders of the same description from us."

THE CONFEDERATE CRUISERS.

This subject has had considerable discussion, and, owing to the closed doors of Parliament, the interest in the question has been very general; indeed, more earnest than in the Frankfort Congress, the Polish question, or the Mexican sovereignty. The first stir was given by the *Florida* taking and burning an American vessel, only about thirty miles off the Irish coast. The vessel was the *Anglo-Saxon*, from Liverpool to New York. Shortly after this the Emancipation Society addressed a protest to Lord John Russell on the subject of two vessels building at

Laird's yard on the Mersey, to which the following reply was given:—

"Foreign Office, August 31, 1863.

"Gentlemen,—I have received your letter calling my attention to a subject of very grave and pressing importance—namely, the fitting out and equipping of two powerful iron-plated steam-rams, which you are informed are intended to commit hostilities against the Government and people of the United States of America. My attention has long been directed to this subject. Both the Treasury and the Home Department have, at my request, made the most anxious inquiries upon the subject of these steam-rams.

"You are aware that, by the Foreign Enlistment Act, a ship is liable to be detained, and its owners are subject to penalties, when the ship is armed or equipped for purposes of war, and its owners intend to use it against some State or community in friendship with her Majesty. It is necessary to prove both the equipment and the intention. But in order to prove the equipment and the intention, it is necessary for conviction in a British court of justice, to have the evidence of credible witnesses. I was in hopes, when I began to read your memorial, that you would propose to furnish me with evidence to prove that the steam-rams in question were intended to carry on hostilities against the Government and people of the United States of America. But you make no proposal of the sort, and only tell me that you 'are informed' so and so, and 'it is believed' so and so.

"You must be aware, however, that according to British law, prosecutions cannot be set on foot, upon the ground of the violation of the Foreign Enlistment Act, without affidavits of credible witnesses, as in other cases of important misdemeanors and crimes. Such likewise, is the law in the United States of America.—I have the honour to be, gentlemen, your most obedient humble servant,

"RUSSELL."

After cruising about our coast the *Florida* went over to the French coast, and requiring some repairs put into Brest, where she was allowed to land the crew of the *Anglo-Saxon* and go into dock. This will cause a furious yell from the length and breadth of the Northern States, and indeed, it seems intended that it should. This, coupled with the conduct of France in Mexico, will lead to a declaration of war, and we shall have the seat of war transferred to Mexico with the Federals arrayed against the French occupants. Of course their invasion of Mexico would be opposed by the South on the one hand, and aided by the anti-French Mexicans on the other. France will take advantage of this, and proceed to recognise the Southern States, sweeping off the blockade and supplying herself with cotton, to the great satisfaction of her operatives. In this programme we shall not join, but we shall avail ourselves of the supply of cotton by purchasing it through the French. The British flag will not in this case be available for the carriage, and we shall have, to submit to this as also the payment of higher prices in order to avoid a breach of neutrality. But that we shall get cotton at lower rates than at present there is no doubt.

The *Siecle* says:—

"Since the destruction by its captain of the *Tacony* and the capture of the *Archer*, the Confederate privateers, the identity of which is well established, are five in number, the steamers *Alabama* and *Florida*, and the three-masted *Lapwing*, which cruises in the Atlantic Ocean; the steamer *Georgia*, which has selected for its arena the Sea of the Antilles; and the three-masted *Robert Lee*, which watches the waters of the Bermudas. There is a sixth, which keeps about Cape Horn, and to which several ships have fallen a prey, but her name is not known. With the exception of the *Sumter*, it was some time before the names of any of those vessels reached us, and it is to be observed that we do not even yet know them all, and that many other anonymous ships furrow the waters of the two oceans in search of the merchantmen of the North. It is the struggle of the weak against the strong. The amount of damage inflicted on Federal commerce by the Confederate cruisers is considerable (by the *Alabama* and the *Florida* alone it exceeds fifty millions), and the incessant stings of these audacious skimmers of the seas have excited to fury the anger of the North, which finds it impossible to tear from its flank this well-barbed dart. In vain does it equip whole fleets, in vain despatch its swiftest steamers. Some privateers have certainly been captured and destroyed, but the most famous and dangerous, those which the Federal cruisers are so anxious to take, have hitherto escaped scot free. Captain Semmes, the South American Surcouf, has hoisted his flag on board the *Alabama*. This daring sailor is commander in the Confederate navy; he is the terror of the merchant navy of the North and the torment of the Federal cruisers, through whose hands he slips like an eel. The Washington Government has sent a whole fleet on the track of the privateers. The gunboat *United States*, steamers *Ericson*, *Honduras*, *Governor Buckingham*, and *Star of the South*, have long been traversing the ocean in every direction. From Boston have just sailed the steamers *Howqua*, *Iron Age*, *Admiral Dupont*, *Es-poumder*, *Daniel Webster*, the school-ship *Massachusetts*, the revenue cutter *Morris*, and the schooner *Thomas Woodward*; from Newport the sloop of war *John Adams*; from Princetown the steamer *Shattuck*; and finally, from Philadelphia, the steamer *Young America*. All these efforts are particularly directed against the *Alabama* and the *Florida*. To escape this accumulation of enemies, Captains Semmes and Maffit will have to redouble their energy, audacity, and skill. They are not caught yet. Like the famous "Red Rover" of Fenimore Cooper, they seem to have a talisman that protects them, and enables them to set both man and the elements at defiance."

The *Journal des Debats* has the following:—

"A Confederate corsair, named the *Florida*, some days ago entered the roadstead of Brest, and disembarked the crew of a vessel which it had

burnt near the English coast. The *Phare de la Loire* has on this subject urged complaints which we consider well founded. It would, in fact, be well were it possible to interdict from access to our ports veritable sea rovers, for the *Florida* is nothing else. Now we believe that is possible. The rights of belligerents have without doubt been conceded to the Southern States; but it is evidently on the condition that they conform to the regulations of international law. If it be possible to show conclusively that the Southern States have the right to arm corsairs, since they have not acceded to the treaty of Paris, it is not possible to admit that the corsairs armed by the South, and assimilated by a too generous toleration—it is now clearly seen—to vessels of war, may substitute themselves substantially for maritime tribunals, and make themselves judges of the validity of their captures. They have not the right, as they assume, to stop vessels which they meet on the sea, to take possession of the cargo, whether it belong to Northern Americans or to neutrals, and to burn the vessels, although a captain of the State navy, wearing the uniform of his country, and presenting many other guarantees for honesty and impartiality, would be obliged to take his prize before a court of justice. That is evidently intolerable. It is in vain that Southern people allege that, their ports being blockaded, they have no maritime tribunals. That is their affair, and not ours. Let them attack the Americans ships of war, and compel them to raise the blockade, as they have a right to do; but taking possession of the goods of others without a legal judgment is in all languages called robbery."

BUILDING CONFEDERATE CRUISERS IN ENGLAND.

It will be seen by the following article and correspondence that *The Times* has altered its views on this question. It now thinks it a breach of neutrality:—

The question of the Confederate steamers is becoming both serious and urgent; we wish we could add that it is also becoming more clear. Unfortunately, it is full of the gravest doubts, and though probably not one Englishman in ten would be under any uncertainty as to what he would wish to see done, it is by no means certain that the power of action exists. Common belief, as well as current report, assigns to the service of the Confederate Government two powerful iron-clad vessels now approaching completion in a well-known yard on the Mersey. That these ships are war-ships, and of the most formidable kind, cannot be disputed. They are plated with 4½-inch armour, they have turrets for mounting heavy guns, and their stems are so constructed that they may be used as rams. On this point, therefore, no question can be raised. But our builders are constantly constructing ships of war for foreign Governments, and it is only on the presumption that these particular vessels are intended for a belligerent Power that the lawfulness of their destination can be questioned at all. Such a presumption, however, undoubtedly prevails. The ships themselves, as stated in our intelligence yesterday, not only bear French or Algerian names, but are distinctly alleged to be built on French account, and one of them actually carries the French flag. Nevertheless, people persist in believing that, sooner or later, and in fact very soon indeed, they will hoist Confederate colours, and that, whatever pretext may be employed to disguise their destination, they have been designed from the beginning to join the *Florida* and the *Alabama*, and prey upon the commerce of the Federals as those ships have done. The consequence is that the Federals and their friends are naturally enraged, and we are assured that if the suspected vessels are allowed to escape, peace between America and England can no longer be maintained.

To the correspondence on the subject which we published yesterday we now add another communication containing an exposition of the existing law on this critical question. According to the views which, not without authority, are there laid down, a ship of war is so far contraband that if it is sold by a neutral to a belligerent, the other belligerent would be entitled to make prize of it, exactly as prize would be made of arms or munitions. But it is only on the high seas, or in the passage of the vessel from the neutral to the belligerent port, that the seizure can be effected. An English shipbuilder may sell a ship of war impartially to either a Confederate or a Federal purchaser, and deliver it without any breach of law; but the vessel is liable to capture and confiscation if she is overtaken at sea and her destination can be proved. "There is nothing in our laws, or in the law of nations, that forbids our citizens from sending armed vessels as well as munitions of war to foreign ports for sale. It is a commercial adventure which no nation is bound to prohibit, and which only exposes the person engaged in it to the penalty of confiscation." That is the doctrine laid down, not by the British Court of Admiralty, but by the Supreme Court of the United States. It is American, not English law, and no law can be clearer. The *laches*, in fact, is with the Federals themselves. They are foregoing their own rights in order to carry out more effectually a certain paramount object. Their cruisers should be where the *Florida* is, and the Confederate steam rams, if such they are, ought, instead of meeting a consort, to fall into the hands of a captor; but such is the overwhelming anxiety of the Federals to press the blockade of the Southern ports that they can spare no squadrons for the police of the seas.

However, after stating the facts as far as they can be ascertained, and the law as we find it laid down, we are ready to admit that there is much more to be added. There is a comparatively recent statute called the Foreign Enlistment Act, which was certainly designed to control the proceedings of neutrals in dealing with belligerents, and there is an instinctive feeling on the part of the public that the construction and sale of such vessels as the *Alabama* for such uses as those to which the *Alabama* is turned ought not, whether actually lawful or otherwise, to be allowed by law. After making all abatements due to the exceptional character of the war between Federals and Confederates, we must needs admit that the case of war-ships is not like the case of munitions of war. There is not so much direct intervention or provocation in one as there is in the other. Rifles and gunpowder are soon lost sight of, but a ship of war is an active engine, endowed, as it were, with life and personality, and traceable in her achievements from day to day. Indeed, if we suppose that not only the hull, but the guns, the stores, and the men are furnished more or less circuitously from the neutral State, it is

hard to see how the supply differs from that of a regiment of soldiers. We have only to ask ourselves what our feelings would have been if, while we were blockading the Russian ports during the Crimean war, some neutral State had furnished the Russian Government with cruisers enough to close the sea against our commerce. Of course, we should never have allowed them such a range as the *Alabama* has enjoyed, but some day or other even we, with our enormous navy, may find our hands too full. It is not our interest to allow such a precedent to be established for the first time, if it does not exist already, nor to connive at its extension, if it has any existence. Of all the doubts which the question contains we ought to give ourselves the benefit, and our interests, as it happens, coincide on this occasion with the desires of the Federal States.

Still, the Americans, whether of the North or of the South, must be perfectly aware that we can make no concession to menace, and that the laws of England, whatever they may be, are not to be changed at the dictation of a foreign State. We believe that if our Government could feel itself justified in stopping any suspected vessel, the public would be glad to see the power exercised. We do not think it morally right that ships like the *Alabama* should leave our ports for such service as that on which they are engaged. We do not wish to see any more of them sail on the like errand, though the Federals have themselves mainly to thank for the mischief which these cruisers have been permitted to work. We are even disposed to think that if the Foreign Enlistment Act is not comprehensive enough to prevent such dealings, it might be advantageously made so, but our authorities can only administer the law as it stands. The alleged destination of the vessels in question is apparently denied, and, even if it were admitted, the absence of any "equipment" might render the bargain lawful. The Federals, too, should be reasonable enough to remember that our impartiality in respect of this kind of trade has been abundantly proved. Whatever may have been the sympathies of the country, there has been no favour shown in the matter of commerce. The Northerners have had, without stint or molestation, cannon, rifles, powder, and every other description of warlike material to their heart's content. They best know what they have had besides, and what other items might be added to the list of their imports from England. But without entering into these questions we can truly say that the Federals have found a free and fair market in this country for all their wants, and have never had an impediment thrown in their way. Our neutrality, therefore, has not been vitiated, by anything like preference, and so little, even in the present case, are we influenced by sympathies that if these steam rams are really destined for the Confederate Government we sincerely hope the law may be strong enough to stop them.

(To the Editor of *The Times*.)

"Sir,—I read to-day with great pleasure your remarks on the vessels now building, or rather built, in British yards for the use of the Confederates. You have argued with force and with truth that to let them go forth to prey on Federal commerce will be an offence against international law, and also against the spirit, and probably against the words, when correctly interpreted, of our municipal law. You have shown that it is our duty and interest to prevent this offence from being committed, and not to let it take place and lament over it when it has become irremediable.

"For if these vessels once get out—nay, even if only one of them gets out, and receives the Confederate commission, we shall then have no right to arrest her, and the Federals, as we know from experience, will have no power.

"And this is a matter not of months, perhaps not of days, not even of hours. I am not informed what is the state of preparation of the ship in the Clyde, but I am told that those in the Mersey are ready. An acquaintance of mine passed last week the *Florida* hovering in the Irish Channel for the purpose of joining and arming them.

"It appears to me, however, that you have omitted one, and that a very important, motive for the immediate interference of our Government, and that is the effect which its torpidity will produce on the feelings and conduct of the Federals.

"I have conversed during the last month with Americans of both parties. On one subject only are they unanimous, and that is that the escape of these vessels will produce the evil which we have exercised so much forbearance and endured such sufferings to prevent—a war with the North.

"They all believe that, whatever be the wish of the Northern Government, the indignation and rage of the Northern people will force it to declare war. This is the expectation of my Federal friends, who look on a war against us with horror, and of my Confederate friends, who exult in its approach. This is the object for which, in their utmost penury, they are spending hundreds of thousands on these ships. The ravages of the *Alabama* and the *Florida* do not seriously injure the military force of the Federals, but they enrage them. The Confederates have always looked to foreign support. They long hoped that want of cotton would lead the English Government to attack the Federals. They now bribe English shipbuilders to do so. A few months ago I had a conversation on this subject with a distinguished Federal statesman (Mr. Dayton, the Federal minister in Paris), a man of great talents, knowledge, and calmness. I thought it so important that I made a note of it. That note I append to this letter. I should, of course, have asked Mr. Dayton's permission to do so if the matter were less urgent. But he may be absent from Paris. Four or five days might pass before I could obtain that permission, and four or five days hence all may be over.

"I throw myself, therefore, on his mercy, and hope that he will allow my wish to contribute to the aversion of so tremendous a misfortune as a war between England and the United States to be a sufficient apology for the publication of a private conversation.—I have the honour to be, Sir, your obedient servant,

"Kensington, May 28."

"Paris, May 2, 1863.

"I called on Mr. Dayton, the Federal minister. I said to him that during the last five weeks I had conversed with many persons of political eminence on American affairs; that I found fears that the conduct towards us of the Federal Government would lead to war universal, and an opinion

that it was intended to produce war prevalent; and that I thought it desirable that he should know the opinions as to that conduct of persons of political eminence not merely impartial, but favourable to the cause of the Federals. He answered that he should be grateful for the information. I then related to him the substance of several conversations with persons belonging to different political parties.

"I recognise," he answered, "in all that you have told me, *The Times*. I believe that it is useless for a Northern American to state any facts, to contradict any falsehoods, or to use any arguments in England or in France. You, all of you, French as well as English, take all your opinions, all your premises, and all your conclusions blindly from *The Times*. I have known men treat *The Times* sometimes with contempt, sometimes with indignation, describe it as the unscrupulous organ of the English aristocracy, and laugh at those under its influence, and immediately afterwards talk to me pure *Times*. The Government of the United States would be frantic if it did not do everything and submit to everything in order to avoid a war with you."

"That," I answered, "is precisely what they say, and the inference which they draw from your conduct is that you are frantic. If, they say, the President and his advisers wish for a war with England, they are mad. If they do not wish for it, and yet do all that they can to bring it on, then also they are mad. Take the appointment of Captain Wilkes."

"I do not know," he answered, "what are the rules of our service. Captain Wilkes is the most popular man in our navy. He may have had claims which could not be refused."

"Captain Wilkes's popularity," I answered, "for having done all that he could to bring on a war with us, is a proof of the madness of the people. An English officer who had so acted would have disgusted everybody. What, then, do you think of Mr. Cassius Clay, and of the motives which led his government first to publish his despatches, and afterwards to employ him?"

"You gave us," he answered, "great provocation, by assisting the rebels. The *Alabama* is manned by English sailors."

"And is not your blockading fleet," I answered, "manned by English sailors? Can you tell me how to prevent a sailor from taking service where he likes?"

"You ought to have exerted," he replied, "greater vigilance to prevent her sailing. You ought not to have thrown on Mr. Adams the onus of proving her destination. When you complained during the Crimean war that we were building vessels for the Emperor of Russia, we did not throw on your minister the burden of proof. We examined ourselves, and ascertained that it was so, and stopped the ships."

"I admit," he continued, "that it is difficult to prevent the people who are the greatest manufacturers of military supplies in the world from supplying belligerents with arms. But, if you cannot, as you say that you cannot, prevent Nassau from being a base of operations to the Confederate armies, you should use the utmost toleration of our efforts to prevent this. If your sympathies are with those who are endeavouring to ruin us, you should not parade them. If you think that you will gain in the rupture of the Union you are mistaken. Do you suppose that the Confederates sympathise with you, except so far as they believe that you hate us?"

"No," I said, "I have no doubt that the Confederates hate us as much as you do. An honest neutral is always hated by both the belligerents, but they have the merit of keeping their secret better. If we knew all that they think and feel, we probably should feel towards them as you seem to be trying to make us feel toward you."

"Well," he said, "I do not believe, with your French friends, that our public men are mad. I do not believe, therefore, that they wish for war. Nor do I believe that yours do so. But each party is excited; each party is—whether voluntarily or not—doing great mischief to the other. I see no remedy but patience, and an earnest attempt to repress the evil passions of the educated mobs in your country and of the uneducated mobs in mine. Of one thing I am certain—that if you think that any interference on your part will stop the war you are wrong. Not England, and France, and Russia—not all Europe could influence us."

"Not," I answered, "by persuasion?"

"Not," he replied, "by force. What the South wants is food, and that you cannot give her. She has arms enough; but she is starving, and will be starved out."

"My expectations of peace between you and us," he continued, "depends much on the manner in which you deal with the ironclads which the Confederates are now building in England and Scotland. You excuse yourselves for not having stopped the *Alabama* on the ground that she was not obviously a ship of war. These ships are so. No merchant vessel is plated. We maintain they are intended for the Confederates—intended to prey upon the commerce of the Federals, your friends. How can we prove it except by the facts which are already as obvious as they can be made? For what other purpose can they be intended? The builders alone have the documents by which the innocent destination of the ships can be shown. You should call on the builders to produce them. If they refuse you may safely assume that they are intended to attack us. I do not ask you to confiscate them, or even to stop their progress, but merely to detain them until the builders prove, which they can do in a day, the innocence of their destination. In the Crimean war we did much more. We actually stopped the progress of the *Alexandra* on the suspicion that she was intended for the Russians. Not an axe or a hammer was allowed to be lifted in her. We found our laws, as you have found yours, insufficient. We amended them. You merely fold your arms and allow proceedings opposed to your own municipal laws and to international law, to good feeling and to good faith, to go on because your municipal law has not sufficient detective power. Then give it that power. You are not, as we are, bound by a constitution. Your Parliament is omnipotent. If it is not skilful enough to invent a law which shall enable such atrocities to be detected and prevented, let it copy the law which we passed for that purpose, and which was sufficient. If you refuse to do this, and, in consequence of your negligence, or of your self-inflicted impotence, these ironclads escape and plunder us, the American people, irritated enough already, will be ungovernable. You have seen enough of them to know that their resentment is not under the control of their interests. They will really become as mad as your French friends call them. They will be quite ready to ruin themselves in order to ruin you."

Naval and Military.

COURTS-MARTIAL IN JAPAN, &c.

The following has been published in the *Standard* and other papers:—
“On Tuesday, the 23rd of June, a court-martial assembled on board her Majesty's ship *Encounter* to try the under-mentioned men belonging to the despatch vessel *Ringdove*, Commander Brown, for mutiny—viz., George Jay, A.B., Samuel Carsons, A.B., John Davis, A.B., Charles Russell, O.S., James Fitzmaurice, second-class O.S., Henry Davis, O.S., James Dunbar, second-class O.S., John Mohar, second-class O.S., James Scott Lamb, O.S., John H. L. Churchill, second-class O.S., David Small, second-class O.S., Thomas Foreman, boy first-class, W. Wright, ditto, and Michael O'Donovan, ditto. The court consisted of Captain Roderick Dew, C.B. (president), Captain Josling, Commander C. M. Buckle, Commander A. J. Kingston, and Commander Edward Wilmot. Mr. McCarthy, paymaster of her Majesty's ship *Encounter*, officiated as judge-advocate; Commander R. A. O. Brown, of the *Ringdove*, prosecuted. The first charge was that on the afternoon of the 6th of June, whilst the *Ringdove* was on her passage from Nagasaki to Yokohama, the prisoners refused to come on deck when the hands were turned up, and did also unship the foreladders to prevent others from coming on deck. The second charge was that they did, on the afternoon of June 6, refuse to come on deck when the hands were piped to muster; and, thirdly, that they did, on the same day, go below and refuse to come on deck to work after being warned, that if they did not go on deck to work they would be placed in the second class for conduct. The inquiry continued for two days. The Court were of opinion that the first charge was proved, inasmuch as the prisoners did refuse to come on deck when the hands were turned up, but as to their unshipping the foreladder to prevent others from coming up, there was not sufficient proof. The Court also found the second and third charges proved against the prisoners, and sentenced George Jay, Samuel Carsons, and John Davis to seven years' penal servitude. Charles Russell, James Fitzmaurice, Henry Davis, James Dunbar, John Mohar, James Scott Lamb, John Henry Churchill, David Small, Thomas Foreman, William Wright, and Michael O'Donovan were, on account of their youth and inexperience, only adjudged to receive forty-eight lashes on board of such ship as the Commander-in-Chief may think fit.”

On the 27th of June a court-martial assembled on board the *Pearl* to try William Thier, private Royal Marines belonging to the *Coromandel*, for insubordination and behaving in an insolent manner towards Commander C. M. Buckle. Prisoner expressed his contrition, and called Commander Buckle to speak of his previous conduct. The Commander gave him a good character previous to his offence, and the Court “only sentenced him to receive forty eight lashes and to be imprisoned for twelve months.” A court-martial also assembled to try William Nash, ordinary seaman of the *Hadock*, and George Potter, supernumerary second-class ordinary seaman on board the same vessel, for indecent behaviour. Prisoners were found guilty, and sentenced each to be reduced to the second class for conduct, to receive forty-eight lashes, to be confined in one of her Majesty's gaols for twelve months, and finally to be dismissed her Majesty's service with disgrace.

The following gallant action is reported, Commander Wilmot being the hero:—On the night of June 25 one of the marines on the port gangway of the *Euryalus* fell overboard with his accoutrements on, and he could not swim. A man named Turner leaped overboard after the marine, and would have been speedily carried down by the weight of the marine, had not Commander Wilmot jumped overboard, diving under both, and bringing them in safety on board the ship.

The deaths of the following officers have been officially reported at the War-office since the 1st August:—Field-Marshal Colin Lord Clyde G.C.B., K.S.I., Colonel of the Coldstream Guards; Generals J. Oldfield, K.H., Colonial Commandant of the Royal Engineers, and Lord Downes, G.C.B., Colonel of the 29th Regiment; Major-Gen. W. Dunn, Royal Artillery; Lieut.-Col. J. H. Burke, 3rd Buffs; Majors J. Fraser, 60th Rifles, and R. Shepherd, 76th Regiment; Captains W. Edgeworth, 3rd Prince of Wales's Dragoon Guards; A. D. Gordon, 102nd Royal Madras Fusiliers; W. R. Mulliner, 3rd West India Regiment; H. T. Fox, Royal Marines; N. Furnace, 60th Rifles; T. H. Trafford, Royal Artillery; J. Thomson, Gold Coast Artillery Corps; W. Smith, 6th Regiment; J. Hilder, 15th Regiment; J. Busted, 16th Regiment; W. Von Lubeck, Brunswick Cavalry; and J. N. Stober, Chasseurs Britanniques; Ensign W. S. P. Keene, 2nd West India Regiment; Quartermaster W. Mansfield, 22nd Regiment, and F. de Bothemer, Brunswick Cavalry; Inspector-Gen. of Hospitals A. Stewart, M.D.; Surgeons, F. O. Barker, M.D., 90th Light Infantry, and J. F. Nivison; Assist.-Surgeons T. F. Langstaff, and G. Rutherford, M.D.; Veterinary Surg. M. Poett.

The *Pioneer*, screw despatch vessel, Commander Robinson (acting), lately serving on China and Australian stations, having been officially inspected at Spithead, entered Portsmouth harbour to dismantle and pay out of commission.

Monetary and Commercial.

CITY, SATURDAY, SEPT. 12.

The biddings for 40,00,000 rupees in bills on India took place at the Bank of England. The proportions allotted were:—To Calcutta, 22,70,000 rupees; to Bombay, 16,00,000; to Madras, 1,30,000. The declared *minimum* price was as before, viz, 1s. 11½d. per rupee on Calcutta, and 1s. 11¾d. on Bombay and Madras. The applications within the limits amounted to 295 lacs. Tenders on Calcutta at 1s. 11¾d. will receive about 41 per cent.; on Bombay at 1s. 11¾d. about 85 per cent.; all above these prices, and all tenders on Madras, will receive in full.

The Manchester Cotton Company states that its receipts from its commencement in February, 1861, to March, 1863, amounted to £54,968, while the total payments have been £49,404, leaving a balance of £5,564. The cost of establishing the company has been during the same period—home account, £5,517; India account, £3,896, together making £9,413.

The new Minister of Finance in Spain is said to be preparing what is very much wanted—a statement on the financial position of the country, and hopes are entertained that he seriously contemplates an arrangement of the different classes of the national indebtedness. It is understood that plans for the consolidation of both the home and foreign debts is before the minister.

BRITISH EXPORTS FOR THE HALF-YEAR ENDED THE 30TH OF JUNE.

	1862.	1863.	1862.	1863.
	£	£	£	£
I. British Possessions:—				
India	6,967,483	7,550,729	—	—
Australia	5,126,178	5,438,001	—	—
British North America	1,475,057	1,839,082	—	—
British West India				
Islands	1,222,202	1,226,568	—	—
Hong Kong	656,254	591,598	—	—
Gibraltar	487,775	567,073	—	—
Cape of Good Hope ..	836,687	541,320	—	—
Singapore	646,136	534,824	—	—
Channel Islands .. .	379,804	380,506	—	—
Ceylon	295,692	330,023	—	—
Guiana [.. .. .	243,396	251,474	—	—
Malta	220,989	224,579	—	—
Mauritius	255,643	214,623	—	—
Bermudas	117,866	161,065	—	—
Western Africa .. .	175,117	155,552	—	—
Ionian Islands .. .	115,906	148,196	—	—
Natal	100,600	111,407	—	—
Belize	45,090	69,682	—	—
Aden	28,678	26,620	—	—
St. Helena	25,669	14,423	—	—
Kaffraria	11,487	9,191	—	—
Falkland Islands .. .	8,444	5,555	—	—
Ascension	6,358	4,341	—	—
Heligoland	34	—	—	—
		19,448,545	20,396,437	
2. United States .. .	—	6,449,613	7,003,128	
3. Germany:—				
Hanse Towns	4,560,212	4,475,052	—	—
Prussia	791,211	765,084	—	—
Hanover	306,139	228,831	—	—
Mecklenburg	26,073	20,411	—	—
Oldenburg	17,415	25,512	—	—
		5,701,050	5,514,890	
4. Turkey, Egypt, and the Principalities		2,786,932	4,537,562	
5. France	—	4,467,959	4,066,977	
6. Italy	—	2,391,742	2,693,318	
7. Holland	—	2,920,578	2,690,212	
8. Spain	—	1,387,699	1,865,424	
9. Brazil	—	1,941,769	1,628,879	
10. China	—	1,226,908	1,186,979	
11. Foreign West Indies	—	1,070,112	1,116,316	
12. Portugal	—	801,031	1,089,737	
13. Mexico	—	200,729	1,029,475	
14. Belgium	—	853,375	958,876	
15. Russia	—	828,565	859,749	
16. Chili	—	375,442	670,346	
17. New Granada .. .	—	337,257	662,014	
18. Argentine Republic	—	374,155	586,604	
19. Peru	—	438,309	484,268	
20. Denmark	—	375,429	456,318	
21. Austria	—	389,337	370,355	
22. Western Africa .. .	—	474,247	344,101	
23. Uruguay	—	187,763	259,253	
24. Sweden	—	264,307	242,630	
25. Dutch East Indies	—	489,673	224,805	
26. Norway	—	204,554	210,934	
27. Philippine Islands	—	257,634	187,724	
28. Hayti and St. Domingo	—	200,605	162,801	
29. Greece	—	110,895	129,726	
30. Venezuela	—	110,146	111,468	
31. Islands in the Pacific	—	16,599	82,942	
32. Morocco	—	61,109	44,126	
33. Japan	—	—	43,342	
34. Cochin China	—	—	35,000	
35. Central America .. .	—	69,677	28,102	
36. Siam	—	2,609	10,536	
37. Cape Verd Islands	—	8,144	9,943	
38. Ecuador	—	412	9,792	
39. Algeria	—	39,806	6,448	
40. Arabia	—	—	1,189	
41. Tunis	—	—	678	
42. Eastern Africa .. .	—	—	170	
43. Northern Whale Fishery	—	160	23	
44. Paraguay	—	26,914	—	
45. Persia	—	22,215	—	
		£57,314,679	£62,014,197	

The *Malta Times* describes as follows the re-establishment of communication between Malta and Alexandria. The flaw was

discovered at a distance of sixty-four miles from Alexandria, at a spot where a stouter cable had been spliced on to the deep-sea cable when the line was laid, owing to the rocky nature of that part of the coast. The faulty part having been cut out, the final splice was made on the morning of the 18th ult., and at 3.30 P.M. the communication between Benghazi and Alexandria was restored. As we have already announced, the line throughout between Malta and Alexandria is now reopened to the public.

A writer on the value of gold says:—

"It is obvious that, however many tons of gold may yet be raised in California or Australia, or any other new gold-fields that may yet be discovered, not an ounce can reach us except through the medium of commerce—it must come to us in exchange for something which we must produce or buy for the purpose. Again, let us consider this. The quantity of the precious metals which quadrupled or quintupled in England the wages of a million labourers at most earning 4d. or 6d. a day, would have a very slight effect on the wages of six millions earning from 12s. to 30s. a week. I think it more than probable that we shall see in India changes as great as those which occurred in England, and in a much shorter space of time, owing to the great operations of English commerce there, and the railroads and other communications, which are nearly completed, and which, when completed, will bring the remotest provinces of India into almost immediate communication with the great marts of Calcutta and Bombay. Wages of unskilled labour have already risen from 2d. or 3d. to 6d. a day in the Valley of the Ganges. In a few years they will, in all probability, be 1s., and the income of ryots and zemindars will be increased in the same proportion. When the gold discoveries of recent times began, England was undoubtedly the country in which prices were highest, i.e., in which gold was cheapest. Has not the force of the great influx hitherto been to raise the level of prices in other countries towards the English level, and does not that account for our having hitherto felt the effects of it so little? I am satisfied that that is the true explanation, and that the power of that modifying principle is yet very far from being exhausted. No doubt an increase of a fourth in the stock of gold ought to be followed by a decrease of a fourth in its exchangeable value; but not in England necessarily or probably, because that decrease is an average decrease, and it could not be decreased a fourth in England without being decreased at least 50 per cent. on the Danube and the shores of the Baltic and the Black Sea, and to a very much greater extent in India and perhaps China. And where is the stock of precious metals to come from, and in how many years, which would supply the currency of the world, if money prices of goods and wages of labour were to become the same or nearly the same all over the world as they are in England at the present day?"

The following companies have been formed since our last issue:—

Martin's Patent Anchor Company (Limited). A company with a capital of £50,000 for manufacturing an anchor which is said to have greater holding power than any other anchor, to take hold instantly in whatever position it falls, and to be easily tripped, called and fished.

The Buxton Hotel Company, capital £50,000 in £10 shares, for erecting a first-class hotel in Buxton, Derbyshire, in the neighbourhood of celebrated baths and mineral waters.

The prospectus is in circulation of the Tobacco, Cigar, and Snuff Company (Limited). The capital is £100,000, in 20,000 shares, of £5 each.

The following are the Board of Trade Returns for the month ending 31st July, so far as relates to the exports to the Far East:—

To CHINA.—Cotton Yarn: No export in July; total export for the seven months ended July 31st was 716,472 lbs., of the value of £70,893, against 240,450 lbs. of the value of £165,609 in the corresponding period of 1862, and 40,000 lbs. of the value of £240,042 in the first seven months of 1861. Cotton Goods: 3,371,697 yards of the value of £79,141, against 6,818,786 yards of the value of £101,601 in July, 1862, and 11,485,537 yards of the value of £146,386 in July, 1861. The total export for the first seven months of this year was 24,306,051 yards of the value of £585,045. Woollen and Worsted Manufactures: 141,145 yards of the value of £30,341, against 138,344 yards of the value of £17,293 in July, 1862, and 94,780 yards of the value of £11,860 in July, 1861. The total export for the first seven months of this year amounted to 1,104,952 yards of the value of £197,851. Worsted Stuffs: 708,262 yards of the value of £50,495, against 335,148 yards of the value of £16,594 in July, 1862, and 230,356 yards of the value of £15,924 in July, 1861. The total export for the first seven months of this year reached 4,564,259 yards of the value of £327,654. Lead: 1,274 tons of the value of £26,807, against 816 tons of the value of £17,885 in July, 1862, and 334 tons of the value of £7,615 in July 1861. The export for the first seven months of this year reached 9,818 tons of the value of £210,644.

To PHILIPPINE ISLANDS.—Cotton Goods: 1,188,218 yards worth £28,609, against 13,000 yards worth £300 in July, 1862, and 3,628,124 yards of the value of £59,360 in July, 1861. The total export for the first seven months of this year reached 6,301,227 yards, worth £151,655.

To JAVA.—Cotton Goods: 1,911,423 yards of the value of £45,381, against 2,701,493 yards worth £49,428 in July, 1862, and 2,951,929 yards worth £35,300 in July, 1861. The total export for the first seven months of this year reached 6,301,227 yards of the value of £151,655.

The exports, as per Sam Mendel's circular, are from London, Liverpool, and the Clyde, from August 17th to September 1st, as follows:—

To HONG KONG.—Plain cottons, 1,217,700 yards; coloured cottons, 217,944 yards; printed cottons, 228,100 yards; twist, 158,254 lbs.

To SHANGHAI.—Plain cottons, 241,625 yards; coloured cottons, 44,150 yards; printed cottons, 81,500 yards.

To SINGAPORE.—Plain cottons, 408,140 yards; coloured cottons, 44,150 yards; printed cottons, 14,400 yards; twist, 80,800 lbs.

To BATAVIA.—Plain cottons, 746,506 yards; coloured cottons, 204,469 yards; printed cottons, 477,565 yards; twist, 33,800 lbs.

To MANILA.—Plain cottons, 443,360 yards; coloured cottons, 1,033,525 yards; printed cottons, 115,275 yards.

The amount of bullion by the P. and O. Company's steamer *Ripon*, from Southampton on the 4th inst. was—In gold: To Alexandria, £4,000; to Madras, £526; to Calcutta, £2,000; to Singapore, £965. In silver: To Penang, £16,320; to Singapore, £18,165; to Hong Kong, £66,820. 16s. 8d.; to Shanghai, £19,730. Total in gold, £7,491; in silver, £121,035. 16s. 8d.

BANK AND MISCELLANEOUS SHARES.

Shares.	Joint Stock Banks.	Paid.	Closing Prices.	Business done.
100	Agra and United Service, Limited	50	115 to 117	---
20	Chartered Bank of India, Australia, and China	All	34 to 36	---
25	Chartered Merc. of India and China	All	59 to 61	---
50	London Joint Stock	10	35½ to 36½	---
100	London and Westminster	20	79 to 81	---
25	Oriental Bank Corporation	All	57½ to 58½	---
50	Union of London	12	37 to 38	---
100	Hindustan, China, and Japan	25	par.	---
25	Bank of Egypt	All	26½ to 27½	---
100	Bank of London	50	---	---
MISCELLANEOUS				
10	Mediterranean Extension Telegraph	All	21 to 23	---
50	P. and O. Steam Company	All	82 to 83	---
50	Do. New	30	18 to 20 pm.	---
10	Labuan Coal Company	5	---	---
10	China and Japan Steam Company	5	---	---
2	Telegraph to India Company	2	4 to 4 dis.	---
3	Bombay Gas	3	4d. to par.	---
10	E. I. and London Shipping B.	All	3 to 6	---
20	S. I. Irrigation and Canal	5	4d. to 4 pm.	---
2	London Carrying Company	1	---	---
20	Madras Irrigation and Canal	1	2½ to 3 pm.	---
10	Oriental Gas	All	14 to 14	---
100	O. Island Steam	All	2½ to 3	---
100	West India Steam Company	60	63 to 71	---
20	Ceylon Company	5	½ to 1 pm.	---

ARTICLES OF IMPORT.

TEA.—We are as yet without any improvement to notice in the tone of our market, notwithstanding there has been some revival of export. The trade have supplied their current wants chiefly at the public sales, a large proportion of the quantity brought forward at each auction continuing to be realised without reserve. Prices have ruled rather irregularly, but on the whole most again be quoted rather in favour of the buyers. The chief feature of interest during the month has been the arrival of the *Bahana*, with the new season's Kaisows, which were placed on the market on the 20th ultimo. The quality of the bulk showed no improvement on those of last season, whilst the trade generally were averse to purchase them. The first day or two about 3,000 packages found buyers from 2s. to 2s. 4d. for fair, 2s. 6d. to 2s. 11d. for good to finest, and 3s. per lb. for some fine boxes. Importers not being able to make further progress at near these rates decided upon offering a considerable quantity at public auction without reserve, in all about 3,000 packages, and which realised from 2s. 0½d. to 2s. 4d. per lb., which were considered fair prices under the circumstances, but showing a decline of 3d. to 4d. per lb. on the opening rates, at which a further portion of the cargo has since been realised. To day the *Fiery Cross* is reported in the St. Katharine Docks. Low and dusty kinds of Congou have sold to a limited extent at rather lower prices. For those with leaf, as also for good common, there has been a fair demand for export at about previous prices. Fair to good Souchong Kai kinds, also fair Kaisow kinds, show no material alteration. Fair to good Ho Hows and Ning Chows have been difficult of sale, and prices are 4d. to 1d. per lb. lower. For second class Honams, Monings, and Wopaks there has been some demand at the low rates now current. For fine Kaisow and black-leaf kinds prices remain much as before, further parcels having been realised at public sale from 1s. 8d. to 2s. per lb. Tayshans show no alteration, the demand being limited. Oolongs have been very difficult of sale, even at the low rates current. Fair to good Souchongs remain much as last month. Further parcels of fine have been sold at public auction at the decline last quoted. Flowery Pekoes show no improvement, the demand being very light. Scented Capers, of common to fair Canton make, have been sold at public auction at a decline of 1d. to 2d. per lb.; good to fine have been wanted. Foo-chow kinds remain difficult of sale. Fair to good Canton make Orange Pekoes have sold about 1d. per lb. lower; fine have been better supported. Foo-chow kinds, of fair to good description, are much depressed, and prices 1d. per lb. lower. Uncoloured Japans have sold to a fair extent for export at from 1s. 5d. to 1s. 5½d. per lb. Indian teas continue to sell readily at full prices by public auction. In green teas there has been a fair amount of business, without much change in prices. Coloured Japans have been taken to some extent for export at about previous prices. Fair to good Taiping and Fychow kinds of Young Hyson have sold steadily at fully previous prices. Moyune kinds have also commanded full rates, being wanted for export. Hysons have only been in limited demand, and prices for good qualities have ruled rather lower. Moyune kind of Gunpowders, also good Fychow sorts, have sold at about former prices, but Ping Sueys have not sold so readily, and prices have been in favour of buyers. Canton-made Gunpowders, except the finer kinds, continue neglected, also Young Hysons, prices for these ruling very low. The public sales have comprised 62,618 packages, of which 35,606 packages were sold, including 30,212 packages offered without reserve, and 3,822 packages of Indian teas.

SILK.—Still nothing favourable to report as regards silk. The daily business doing is not inconsiderable, and importers generally are not wanting in disposition to meet buyers; the deliveries, too, show no further reduction, indeed, for the week just closed mark rather an improvement. Still there is no life in the trade, no present prospect of real improvement, nothing to induce manufacturers to apply themselves with spirit, except only the comparatively moderate range which prices have reached. In this they seem to have reasonable ground for hope of escaping material loss, if not making a profitable result—but there is nothing at present to show that they are prepared to extend their operations. Japan silk continues to be the leading article—some few parcels of the new China silk have been sold, but nothing of moment. In Bengal silk we have nothing new; probably rather less disinclination to use this class, but nothing to warrant hope of any decided increase in the consumption.

	Ordinary.			Superior.		
	s.	d.	a. d.	s.	d.	a. d.
Tsatlee, No. 1 and 2	19	0	to 20	6	20	6
„ No. 3 and 4	18	0	to 18	6	21	0
„ No. 5	18	0	to 18	6		
Ditto, Hang-Chow	18	0	to 19	0	19	0
Yuenfa	10	0	to 20	0	21	0
Taysam	15	0	to 18	0	19	0
Ditto, skeins	15	0	to 15	6	20	0
Ditto, long reel	15	0	to 16	0	17	0
Canton	11	0	to 16	0	16	0
Chinese Thrown	15	0	to 19	0	21	0
Maibashi, dyepot Japan	19	0	to 22	0	22	0
Ira, bricks	18	0	to 20	0	21	0
Sodai	18	0	to 20	0	21	0
Oshu, re-reel	16	0	to 18	0	22	0
Koshu, Seid	15	0	to 20	0	20	0
Archeran, slips	15	0	to 17	0	18	0
Mashtah	16	0	to 18	0	18	0
Hatchooje, Tussah	17	0	to 17	3	17	6

STATE OF THE WAREHOUSES.

	Sold Stock.		Unsold Stock.		Delivered.	
	Sept. 1.	Sept. 1.	Sept. 1.	Sept. 1.	Jan. 1 to	Jan. 1 to
	1863.	1862.	1863.	1862.	Sept. 8, 1863.	Sept. 8, 1862.
Bengal	1,154	1,847	3,921	2,319	4,040	4,398
China	6,363	13,639	9,353	5,535	31,104	42,397
Japan	4,182	1,391	3,711	877	11,933	5,968
Canton	801	737	575	783	2,386	1,172
Chinese Thrown	629	1,170	828	1,614	1,024	2,037

COFFEE.—Mocha: Of 750 bales and half-bales at auction the bulk sold, but at 1s. to 2s. per cwt. reduction; good clean yellowish short berry at 94s. to 95s. 6d.; middling greenish, 90 to 93s. Ceylon: Operations have been very large in both Plantation and common, especially Plantation; but the demand ultimately proved equal to the large quantity brought forward, and prices are fully as high as at the date of our last.

RICE.—Madras: Dull; rates lower. 3,244 bags pinky Madras at auction, all retired, and subsequently sold at 10s. 9d. per cwt. Calcutta; 9s. to 14s. 6d. per cwt.

SPICES.—Mace: At all pale is much wanted, and considerably dearer. 22 cases Penang, 3 cases Singapore, and 18 casks Dutch sold at auction at 1s. 8d. per lb. for middling palish, and 9d. to 1s. 4d. low to good reddish. Musk: Auctions confined to grain, which is dearer: 7 tins sold at 32s. to 51s. per oz. for ordinary to good. Nutmegs: Are 1d. per lb. dearer on the average; and 97 cases Penang, 49 cases Singapore, and 26 casks Dutch at auction mostly sold at 2s. 7d. to 3s. 8d. for middling to good bold, and 10d. to 1s. 8d. per lb. low small to very good medium. Pepper: Black is steady for both Singapore and Penang: of 3,973 bags of the former at auction, three-fourths sold at 3½d. to 3¾d. per lb.; of 2,074 bags Penang, two-thirds sold at 3½d. to 3¾d.; of 877 bags Tili-cherry, a few sold at 3½d.; and 107 bags Batavia all retired. Private trade limited. White: Is the turn cheaper, and 141 bags Singapore sold at auction at 5½d. to 5¾d. per lb.; 691 bags Penang sold at 5d. to 5½d.; and of 605 bags Tili-cherry, about half sold at 11d. to 1s. 3½d. for good to fine, and 6d. to 6½d. Coriander kind. Cinnamon: We quote first sort 1s. 2d. to 2s. 3d. per lb.; second sort, 1s. 1d. to 1s. 9d.; third sort, 11d. to 1s. 5d.; fourth sort and jungle, 9d. to 1s. 1d.; with fair business. Ginger: Calcutt and Cochin, £3. 5s. to £7. per cwt. Offering abundantly, and selling irregularly. 2,219 cases at auction nearly all sold at 114s. to 120s. per cwt. for very good bold, and 62s. to 97s. ordinary to good.

COTTONS.—Surat: Market very animated, but very little comparatively is offering, at fully 1d. per lb. dearer, and Kurrachee and Bengal nearly as much. Our quotation is 1s. 2½d. to 1s. 9d. per lb. Madras: Market firm and active; transactions large; further advance of 1d. per lb; quotation, 1s. 4d. to 1s. 7½d.

HEMP.—Manila: This market has been steady, with good business privately, chiefly at £27 to £29 per ton for fair roping to Sorogon. 1,013 bales at auction. Sunn: Firm, but little here, and business unimportant; quotation, £18 to £33.

TIN.—This market has been uninterruptedly dull: prices of Straits have further given way £2 to £3 per ton, and business very limited. Banca continues quite nominal at £123 to £124 per ton. Current quotations for Straits, £115 to £116.

SAGO. has further risen in value 1s. to 2s. per cwt., but the market closes quiet: of 2,257 boxes at auction half sold at 21s. to 24s. for middling to good small, and 19s. 6d. to 20s. middling to fair large. Sago Flour: Firm, and 750 bags sold at auction at 14s. to 14s. 6d. per cwt.

JAPAN WAX.—Of 377 boxes at auction, two-thirds sold at 50s. to 60s. 6d. per cwt. for low mealy to fair block: upwards of 2,000 boxes sold privately at 62s. for good block.

MISCELLANEOUS.—Aloes have brought better prices, and 203 packages at auction sold at £5. 10s. to £14 per cwt. for ordinary to fine but softish Soccotrine. Galls: We quote Japan and China 42s. to 65s. per cwt. Market firm but without trade. Gums: Of Gum Animi the good and fine qualities have realised high relative prices, in other sorts no improvement. Castor Oil: Better kinds scarce; advance of ¼d. to ½d. per lb.; quotation, 4½d. to 6½d. Cowries: No improvement; fresh, 25s. to 35s. per cwt. Camphor: The movement in this drug has continued, and small sales have been effected at gradually advancing prices, from £7. to £7. 12s. 6d. per cwt. for China, and at £7. 15s. per cwt. for Japan. Little now offering upon such terms. Cassia Lignea is better; but of 715 cases at auction only a few sold at 86s. to 91s. per cwt. for 3rd to 1st

pile; similar rates obtained privately in limited transactions. Buds: Dearer, and 20 cases sold at auction at £14 to £14. 5s. per cwt. Shellac: Sales at auction of Orange at £8. 5s. to £9; Garnet, £7 to £7. 5s.; Ruby, £7 to £7. 2s. 6d.; Native, £6. 10s. to £7. 17s. 6d.; Button, £6. 10s. to £8. 12s. 6d.; and block, £6 to £6. 15s. per cwt. Cocoa-nut Oil: Market depressed; at a reduction of 10s. per ton prices are very nominal; demand extremely sluggish. 577 casks Cochin at auction, at £45 to £47. 10s. per ton. Cubebs: Firm, 84 bags at auction sold at 110s. per cwt. Dragons Blood: Quiet; £10 to £14 in reeds; £4 to £11 in lumps. Galangal Root: Flat. Gutta Percha: Firm; good and fine qualities continue scarce, and in request. Of twenty tons at auction about half sold at 1s. 10d. to 2s. 3d. per lb. for fair to good natural, and 9d. to 9½d. ordinary reboiled. India Rubber: Held firmly, but quiet upon present terms. 153 baskets Singapore at auction retired at 1s. 7d. per lb.; of 32 cases Assam ore-fourth sold at 11½d. Rattans: Very firm, and much inquired for: auctions confined to 1,406 bundles Singapore, sold at 3s. 9d. to 6s. 9d. per 100. Rhubarb: Good inquiry for low priced. Shells, Mother o' Pearl: Singapore, 125s. to 150s. per cwt.; Manila, 75s. to 90s. Flat. Teeth, Elephants, 70 lbs. and upwards, £40 to £42 per cwt.; 40 to 60 lbs. £37 to £39; 20 to 40 lbs. £30 to £34; Scrivelloes, £18 to £23; Ball, £28 to £43. Turmeric: China remains scarce, and is wanted; Java better; good business done at improving prices, and 300 bags sold at auction at 18s. 6d. to 19s. per cwt.

ARTICLES OF EXPORT.

IRON.—The quotations in London are for Welsh bars, £7. 10s.; nail rod, £8; hoops, £9; sheets, single, £10; Staffordshire bars, £8. 5s.; rails, £6. 5s. to £6. 10s.

STEEL.—Swedish keg, £16 to £16. 5s.

COPPER.—Sheet and Sheathing, £11-2 per ton; yellow metal, 8½d. to 8¾d. per lb.

TIN.—115s. for block; 116s. for bar. Tin plates, best charcoal, I.C., 28s. 6d. to 29s. per box.

LEAD.—English pig, £20 to £20. 10s.; shot, patent, £23. 10s.; sheet, £21; spelter, £18. 15s.; zinc, English sheet, £23. 10s. to £24; quicksilver, £7 per bottle.

The export of metals from London and Liverpool up to 31st August has been as follows:—To SINGAPORE: Yellow metal, 271 tons; copper, sheet and sheathing, 216 tons; iron bars, 100 tons; tin plates, 1,030 boxes; pig lead, 979 tons; foreign steel, 80 tons. To HONG KONG: Yellow metal, 140 tons; copper, sheet and sheathing, 28 tons; iron bars, 1,327 tons; sheets, 209 tons; nail rods, 1,871 tons; spelter, 25 tons; tin plates, 3,987 boxes; pig lead, 5,566 tons; sheet lead, 94 tons; foreign steel, 54 tons; quicksilver, 110,700 lbs. To SHANGHAI: Yellow metal, 165 tons; sheet and sheathing, 11 tons; iron bars, 1,568 tons; hoops, 5 tons; sheets, 105 tons; nail rods, 1,931 tons; spelter, 327 tons; tin plates, 1,435 boxes; pig lead, 4,853 tons; foreign steel, 155 tons; quicksilver, 26,200 lbs. To MANILA: Yellow metal, 4 tons; sheet and sheathing, 48 tons; iron bars, 1,118 tons; hoops, 5 tons, sheets, 167 tons; nail rods, 41 tons; tin plates, 100 boxes; English steel, 3 tons. To BATAVIA: Yellow metal, 10 tons; sheet and sheathing, 33 tons; iron bars, 249 tons; hoops, 21 tons; sheets, 391 tons; nail rods, 158 tons; foreign, 170 tons; zinc, 21 tons; tin plates, 400 boxes; pig lead, 5 tons; sheet, 15 tons.

EXPORT OF BULLION TO CHINA, &c.

The following return shows the shipments of bullion from Southampton from the 30th June by the P. and O. Company's mail steamers.

	Gold.	Silver.
Shanghai	—	£186,761
Foo-Chow-Foo	—	1,110
Hong Kong	—	159,096
Amoy	—	—
Singapore	£965	71,015
Penang	—	18,320
Ceylon	—	—

FROM MARSEILLES.

(BY THE P. AND O. COMPANY'S STEAMERS.)

	Gold.	Silver.
Shanghai	—	£53,878
Hong Kong	—	26,600
Singapore	—	—
Penang	—	—
Foo-Chow-Foo	—	—
Ceylon	£1,500	—

PER FRENCH MAIL STEAMERS SINCE 30th JUNE

	Gold.	Silver.
To Singapore	—	£11,950
To Saigon	—	3,110
To Hong Kong	—	103,920
To Shanghai	—	30,276

GOLD AND SILVER.

Bar Gold (per ounce)	£3 17 9
Spanish Doubloons	3 16 3 to 3 17 0
United States Gold Coin	3 16 2½
Silver in Bars	0 5 1½
Mexican Dollars	0 5 3½

MANCHESTER MARKETS.

We have had a large business transacted in yarns, both single and double. The demand has embraced all descriptions, for all markets, and many yarns have been sold at an advance of 1d. per lb. The cloth-market has shared in the excitement which prevails in that for yarns, and which is, to a great extent, the result of the state of things prevailing in the Liverpool cotton-market.

The circular of Sam. Mendel quotes Grey Shirtings 39-inch, weight, 7 lbs., count, 14 by 12, 15s. 6d.; 8 lbs., count, 17 by 17, 20s.; 9 lbs., count, 17 by 17, 21s. Cotton Yarn, 16 by 24, 2s. 3½d. to 2s. 4d.; best, 2s. 5½d. to 2s. 6d.

Shipping Intelligence.

ARRIVALS.

Date.	At	From	Ship.	Captain.
Aug. 22	Brouwershaven	Banjoewangie	Burgmstr. Hoffmann	De Witt.
25	Falmouth	Akyab	Carl	Eduard.
25	Do.	Do.	Sjöfroken	Pehr.
26	Cronstadt	Foo-chow-Foo	Knuts chatka	Krogus.
26	Falmouth	Akyab	Toivo	Lofberg.
26	Rotterdam	Batavia	Eva Johanna	
27	Queenstown	Akyab	Mary Hammond	
27	Falmouth	Manila	Volador	De Vilabaso.
28	Do.	Akyab	Equator	Nordwall.
28	Do.	Do.	Cathay	Gibbon.
28	Cadiz	Maulmain	Albion	T. Oapson.
31	London	Foo-chow-Foo	Mary Russell	Levach.
31	Falmouth	Rangoon	Ionian	Toby.
31	Off Falmouth	Bassein	Leopold	Jochems.
29	Texel	Batavia	Australie	Jochems.
28	Deal	Rangoon	Diana	Jochems.
Sept. 1	Falmouth	Maulmain	Northland	Jochems.
1	Do.	Akyab	Romulus	Jochems.
Aug. 30	Helvoet	Batavia	Julie Claire	Jochems.
Sept. 1	Liverpool	Shanghai	Truro	Duggan.
2	Do.	Akyab	Eddystone	Dyer.
Aug. 29	Bordeaux	Singapore	Cecilia	Bossuet.
Sept. 2	Falmouth	Akyab	William and Anna	Ostrtrou.
Aug. 31	Bremen	Rangoon	China	Schwartz.
31	Do.	Akyab	Helvetia	Wieting.
Sept. 2	Falmouth	Do.	H. H. Wright	Park.
3	Off Falmouth	Bassein	Autocrat	Burwell.
Aug. 20	New York	Rangoon	Wilhelmine	Drummond.
Sept. 4	Falmouth	Kanagawa	Benevolence	Eldridge.
4	Do.	Akyab	Berkshire	Post.
1	Hamburg	Rangoon	Werdaudi	Lofquist.
1	Do.	China	Friedrich	Bosso.
2	Brouwershaven	Banjoewangie	Orozimbo	Townsend.
5	Off Falmouth	Akyab	Rotterdam	Poor.
4	Do.	Bassein	Prins Oscar	Oberg.
5	Liverpool	Manila	Golden City	Moore.
5	Do.	Do.	Endymion	Webb.
5	Do.	Akyab	Seaheld	Tough.
3	Copenhagen	Rangoon	Emilie	Arentzen.
Aug. 23	New York	Foo-chow-Foo	Houqua	Cartwright.
21	Do.	Do.	Ceres	Timm.
Sept. 7	Liverpool	Rangoon	Simon	Smith.
7	London	Foo-chow-Foo	Fiery Cross	Robinson.
6	Brouwershaven	Batavia	Grootenstr. National	Giese.
7	Marseilles	Alexandria	Peluse, str.	Kramer.
7	Texel	Sourabaya	Amazon	Reed.
8	Channel	China	Margaret Mitchell	
8	Liverpool	Rangoon	Kinston	
July 21	New York	Shanghai	Cesar and Helene	

DEPARTURES.

Date.	From	For	Ship.	Captain.
Aug. 21	Newport	Shanghai	Idas	Pitts.
21	Cardiff	Singapore	Al-rdus	Pope.
21	Do.	Shanghai	Theodore and Lulu	Boadorff.
21	Do.	Hong Kong	Fideli	Schmidt.
21	Do.	Singapore	Florence Adelaide	Hook.
21	Do.	Shanghai	President Harbittz	Ohe.
27	London	Cardiff & Hong Kong	A. H. Wille	Haverker.
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28	Do.	Shanghai	Sea Nymph	
31	London	Hong Kong & Canton	Her Majesty	Seymour.
30	Jersey	Singapore	South Western	Messervy.
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1	Cardiff	Shanghai	Maudarin	Wintz.
1	Do.	Hong Kong	Anton Gunther	Ytlosen.
1	Do.	Singapore	Hortensia	Dryer.
1	Liverpool	Shanghai	Vanda	Corn.
4	London	Do	Lauderdale	Hutchins.
4	Do.	Batavia & Sourabaya	Carl Julius	Rockhoff.
8	Liverpool	Shanghai	Spirit of the North	Holley.
8	Do.	Hong Kong	Carlotta	Cazier.
8	Newport	Shanghai	Johanna Marie	Petersen.
7	London	Hong Kong & Canton	John Banfield	Sherns.
8	Deal	Batavia	Ternate	Cars.
8	Glasgow	Batav. Samag. & Soub.	Lucie	Schwanevede.
4	Cardiff	Shanghai	St. Julien	Notte.
7	Liverpool	Batavia & Sourabaya	Drie Gezusters	Fischer.
July 25	New York	Hong Kong	Others	
25	Do.	Shanghai	Cap-sing-moon	

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SPOKEN.

JACOBUS MAURITIUS, Sunderland to Singapore, July 14, 11 N., 25 W. PEKING, Newcastle to Java, July 18, 16 N., 26 W.

SAMUEL RUSSELL, New York to Hong Kong, July 5, 54 N., 20 W. RIFLEMAN, London to Hong Kong, July 17, 14 N., 25 W. BILDERDYK, Dutch ship, Rotterdam to Batavia, July 8, 30 N., 22 W. A barque, No 9026, London to Singapore, August 11, 39 N., 15 W. JOHN L. DIMMOCK, ship, Sunderland to Shanghai, July 2, 33 N., 22 W. TAFFARETTE, French ship, Havre to Foo-chow-Foo, July 17. TRIO, barque, China to Falmouth, June 26, 35 S., 21 E. ISKENDERSHAH, Manila to Falmouth, June 12. LOUIS KNIPFLER, Hamburg to Japan, June 3, 36 N., 18 W. BISTHAM (?) Sunderland to Shanghai, June 13, 30 N., 22 W. REYERWAARD, Batavia to Rotterdam. ESK, Sunderland to China, July 23, 16 N., 26 W. KUNG MOW (3 masted schmr.), Ldn. to Hankow, July 29, 13 N., 26 W. MAGDALENA, barq., Cardiff to Shanghai, July 21, 14 N., 24 W. JAVA, barq., Foo-chow-Foo to London, July 24, 13 (?) N., 23 W. HENDRINA, Rotterdam to Batavia, 45 N., 10 W. JOHANNES HEND. FERDINAND, Shlds. to Batva., Aug. 13, 40 N., 12 W. NEDERLAND, Amsterdam to Batavia, Aug. 22, 42 N., 32 W. BATES FAMILY (?), Liverpool to Hong Kong, July 18, 1 N., 21 W. GEBOULDERS, Dutch brig, Amsterdam to Batavia, July 19, 3 N., 22 W. Cissy, London to Shanghai, July 11, 5 N., 19 W. WALCHEREN, Dutch barq., for Batavia, July 22, 15 N., 27 W. INDIA, Rotterdam to Batavia, June 19, 14 N., 27 W. BEDFORDSHIRE, Sunderland to Shanghai, June 24, 7 N., 23 W. ISLAND QUEEN, Sunderland to Shanghai, June 28, 4 N., 18 W. No. 9.014, 3rd d.p. barq., Cardiff to Shanghai, June 30, 1 N., 21 W. FAH KEE, brig, New York to Shanghai, Aug. 11, 38 N., 70 W. IDA WILHELMINA, Dutch b., Rtdm. to Batv., July 27, 9 N., 23 W. GRAAFSTROOM, Rotterdam to Batavia, Aug. 1, 16 N., 25 W. An Eng. Barq., 3rd d.p., No. 6.274, Clyde to Bat., 47 d.o., 32 S., 22 W. PRINCESS OF WALES, ship, London to Shanghai, July 1, 37 S., 10 E. OSCAR, ship, Newcastle to Batavia, May 28. SIMOOM, from China, June 23, 20 S., 66 E. JOHN BULL, Liverpool (?) to Hong Kong, July 20, 1 S., 22 W. SCHEIDE, Amsterdam to Batavia, July 29, 13 N., 26 W. No. 6.731, 3rd d.p., Rotterdam to Bat., 28 d.o., July 29, 13 N., 26 W. JACOB CHRISTINA, bound to Batavia, July 29, 13 N., 26 W. ARGO, Rotterdam to Batavia, Aug. 23, 40 N., 13 W. RIO PLATA, Bremen to Hong Kong, Aug. 22, 45 N., 12 W. LADY EBBINGTON, London to Shanghai.

FREIGHTS AND CHARTERS.

With the exception of ports in China for which fair rates are readily obtainable, outward freights continue without animation, both for general cargoes and coals. Homeward freights are active at 85s. from the rice ports, and 75s. to 80s. from Manila.

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The Admiralty have invited tenders for the conveyance of about 300 tons of Government naval stores to Hong Kong, also for a few tons to Shanghai, both from the river Thames.

CASUALTIES.

The Sarah Scott, from Sunderland for Shanghai, which was abandoned on June 5, in lat. 37 S., lon. 53 E., had encountered a succession of gales and hurricanes for more than twenty days previously.

The Silome, barque, Davidson, of and from Sunderland for Hong Kong, put into Yamouth Sept. 1, with damage to starboard side, jibboom, &c., carried away figurehead, &c., started, and channels ripped up, having been in collision. She has since been reported as having been ashore on Longsand on the morning of Sept. 6, but was assisted off and towed to London, where she has arrived lately.

The Diligence, Smit, from Batavia for Amsterdam, which arrived at St. Helena July 25, had sprung a leak off the Cape of Good Hope, making two to three inches water per hour, but sailed again July 27 for her destination.

The Ceres, Timm, which arrived at New York Aug. 24, from Foo-chow-Foo, had experienced a violent hurricane on Aug. 20, during which she lost foretopgallant mast, stove bulwarks, lost and split sails, &c.

At St. HELENA, July 11, Cathay Gibbon, from Singapore, and sailed for Falmouth; Eva Johanna, Bochove, from Batavia, and sailed for Rotterdam; Rotterdam, Pool, from Banjoewangie, and sailed 13th for Rotterdam; 12, Truro Duggan, from Shanghai, and sailed 13th for Liverpool; Voladora Villabaso, from Manila, and sailed 13th for Falmouth; 14, Australia Jochems, from Batavia, and sailed 14th for Amsterdam; 20, Indianan Webb, from Manila, and sailed 21st for Liverpool; Anna and Sophia Bekering, from Batavia, and sailed 21st for Amsterdam; 23, Oscar Hueff, from Singapore, and sailed 25th for London; 25, Salatiga, Kettler, from Tjilatjap, and sailed for Rotterdam; Vision, Westendorf, from Batavia, Diligence, Smit, from Batavia, and sailed 27 for Amsterdam; Cornelia, Mathilda Kortland, from Batavia, and sailed 27 for Schiedam; St. Jan, Lommerse, from Batavia, and sailed for Rotterdam; 28, Bernard and Agnes, Ordman, from Batavia, and sailed for Amsterdam; Benledi, Houston, from Singapore; 30, Wandrahm, Meyer, from Penang.

At Simon's Bay.—July 19, Tien-Tsin, str., Nicolas, sailed for China.

At Algoa Bay.—July 5, Stad Assen, Haverbult sailed for Batavia.

At Mauritius.—July 7, Conquest, Howes, from Padang. Sailed, July, 6, for Singapore, Catherine, Foster, and Castlehow, Trumble; 30, for Batavia, Chaptal, Mocser.

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7.	ditto,	ditto	6 Stops	2 do.	22
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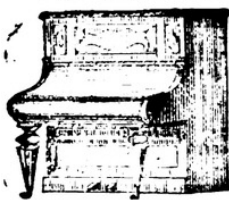
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JOHN BUTTERTY.
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Penang, 13th February, 1863.

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